DeLoreanWorld

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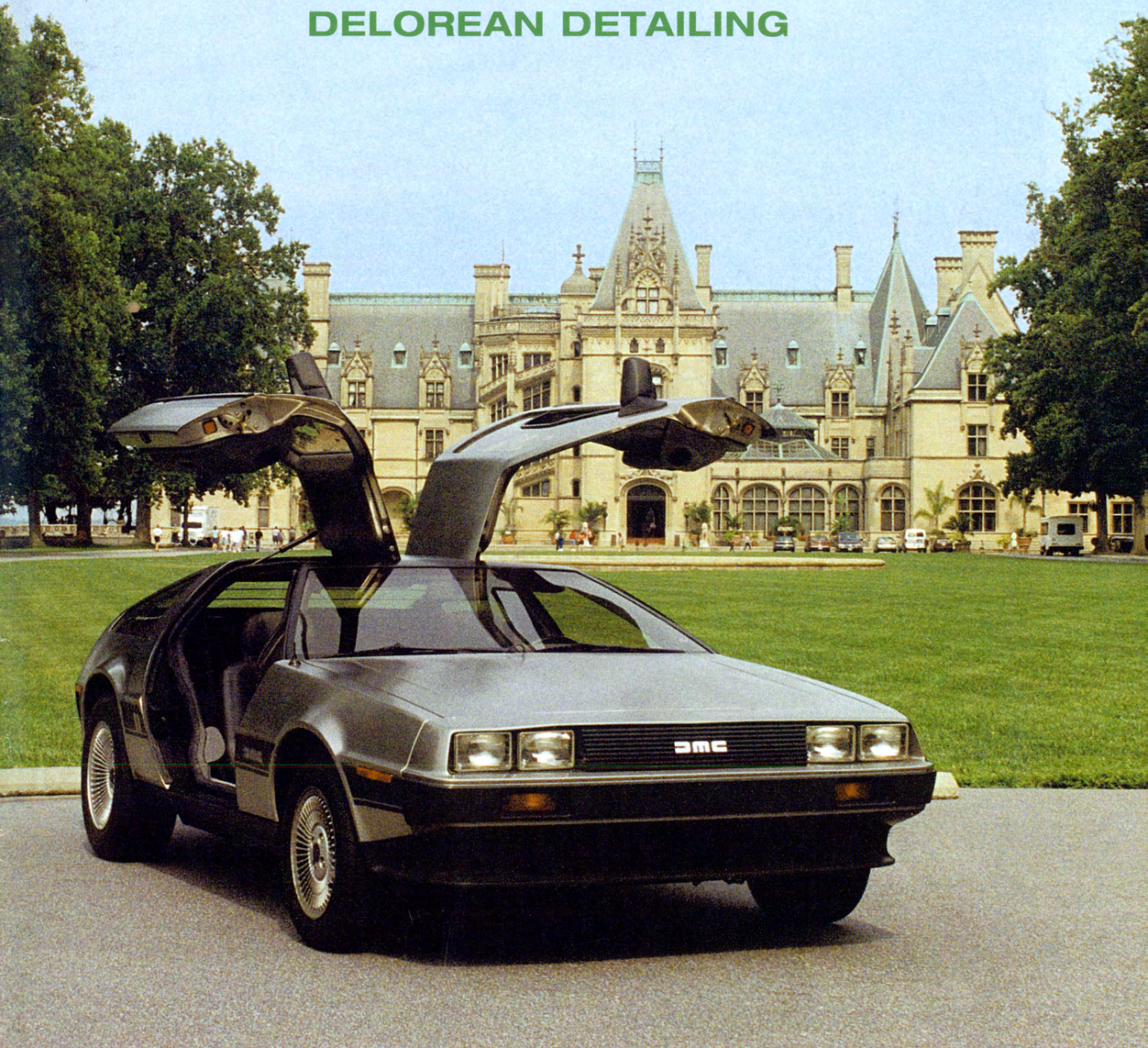
GREENWICH CONCOURS

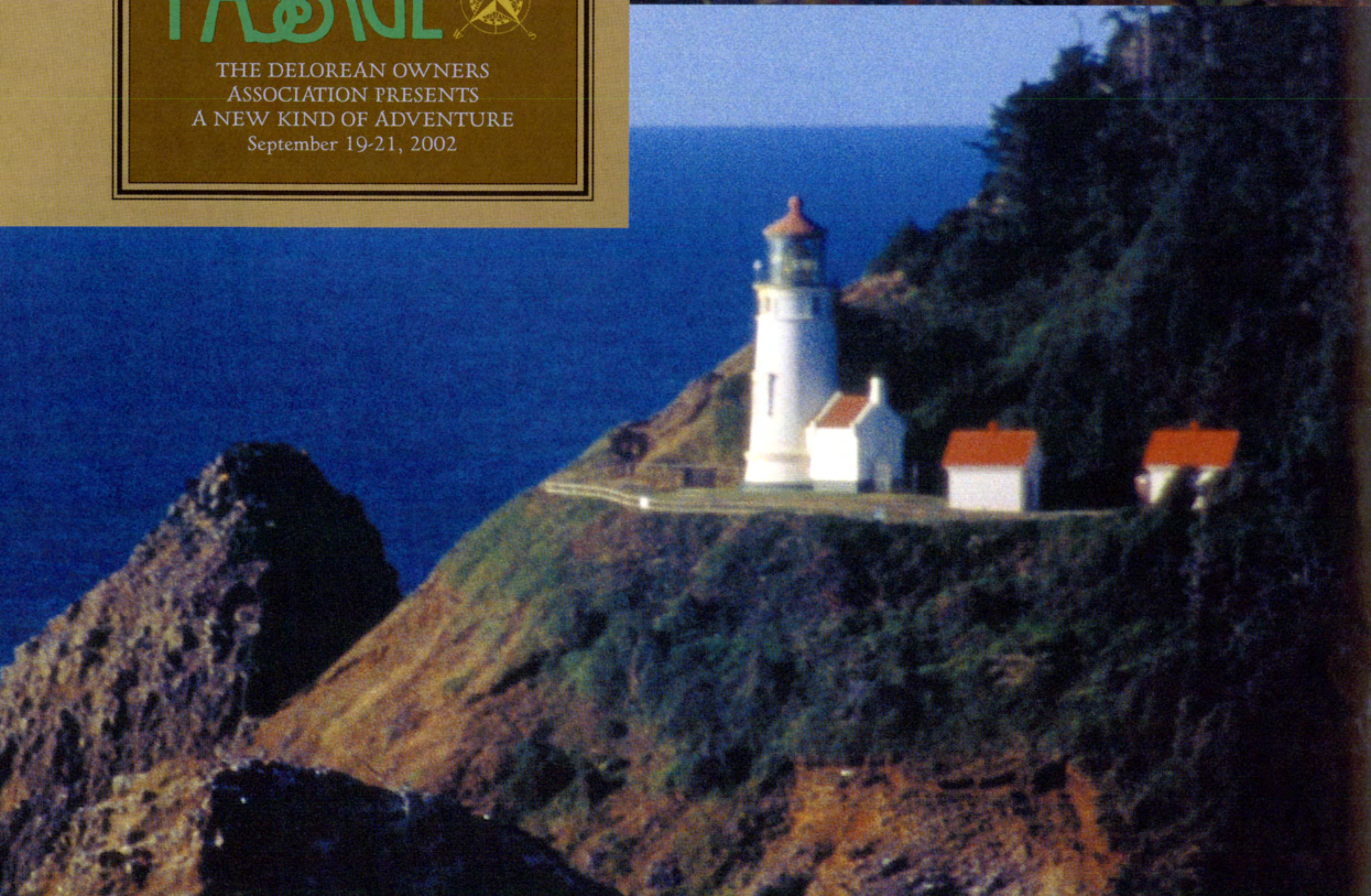
The Biltmore Estate

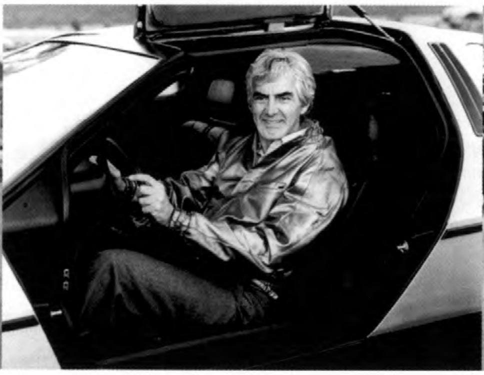
DELOREAN DETAILING



NORTHWEST PASSAGE

THE DELOREAN OWNERS
ASSOCIATION PRESENTS
A NEW KIND OF ADVENTURE
September 19-21, 2002





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ON THE COVER

Aaron Posey's car in front of the Biltmore Mansion (see article page 20). Photo by John Weaver, Jr.

DeLoreanWorld

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PRESIDENT'S MESSAGE

By Linda Porter

My DeLorean and the Association have kept me busy the past couple of months. First place on my agenda of "important things to do" was, Start finalizing plans for our 2002 meeting. Earlier in the spring of this year, the Board of Directors requested that I look into the northwest United States as a possible place for the 2002 event. After contacting visitor's bureaus in Oregon and Washington, I was finally ready to go and take a look at properties. So with Marcie Haug along to help me, we spent 4 days checking out the northern part of Oregon discovering several nice properties. You will find the ad for our new and different, "Northwest Passage" in this issue on the inside front cover. Dates chosen are September 19 - 21 and as it says, it is a new kind of adventure for us all. We will travel to three different areas of northern Oregon, staying at three different hotels along the way. Think of it as a "moving" car show with every day a new set of adventures and a great chance to show the public our unique cars as we drive along Oregon's scenic highways and country roads.

In the next issue, I'll go into more detail and, of course you can expect to get your official invitation sometime in the late spring or early summer of next year.

Moving closer to home now – recently, my car and I had a chance to do a little volunteer work at one of my neighborhood schools. As part of a multi-cultural program at an elementary school, an assembly had been planned and arrangements made for a hot air balloon to make an appearance and take one of the program participants up, up and away on an around the world tour. I hope you remember I said this was an elementary school; around the block was a more realistic description of the destination. Unfortunately, with the events of September 11th, hot air balloons were restricted from flying in our area. Getting creative, the woman in charge of the assembly thought of other unusual ways to travel and came up with…you guessed it…a DeLorean.

She searched the web and eventually found me. I live about 2 miles from the school so one afternoon, my car and I played an important role in making sure that the traveler got a safe start on his journey. As the school year progresses, he will write to the children telling them of his "travels" around the globe and about the interesting people he meets along the way. That will serve as an introduction to various speakers as they visit the school and tell of life in places around the world. Who knows? Maybe my car and I will get to bring the traveler back at the end of the school year!

Moving northward again – I was happy to be able to attend the 2001 Gullwing West Coast Celebration in San Ramon. Ken Montgomery, along with Sandy Bigman, did a great job of organizing this meeting of three gull wing cars. I was interested to find out more about the Bricklin and to meet some of the owners of that group. I really enjoyed being an attendee for a change, too. My car made the trip without a problem and, along the way, I had a chance to visit family, which is always a good thing.

At the last meeting of the Board of Directors, the results of the election were made official and officers were elected. I want to take this opportunity to thank out-going Board members Hank and Mimi Breer for all their hard work these past few years. I know they will continue to be active in the Association and I'm sure you can count on hearing from them from time to time in this magazine.

I was very pleased when two of our newest Board members stepped up and volunteered to take on jobs that needed to be filled. Mike Hanley is our new Parades/Events Director and made his first report minutes after being elected! Trevor Johnson spoke up to say he would be happy to serve as the new Publicity Director and we are delighted to have him take on that job. Thanks, guys.

In this issue of DeLorean World, you'll have a chance to meet some of our members. Aaron Posey tells us of a gathering of DeLoreans and drivers who visited the spectacular Biltmore Estate. The Estate sounds like a place I'd like to visit some day.

Brent Veber is from Ontario, Canada and tells of his dream and hard work to become a DeLorean owner. I was struck by this young man's dedication to his dream. I was also amazed to find out that there is a McDonald's restaurant where you can find more than burgers and fries.

You will enjoy reading about our new Board members, Brian and Dorothy Gates who are profiled. Those of you who have attended our Expos through the years have likely met them. They always lend a helping hand.

From New Jersey, David Teitlebaum tells of entering his car in the Greenwich Concours d'Elegance. Some day, I hope I can attend one of these prestigious events, if only as a spectator.

Part Five of DeLorean Detailing makes its appearance. You may wonder why since it has to do with paint and waxing. Those owners with painted DeLoreans will want to take note. If your DeLorean isn't painted, chances are you own another car that is. A Technical Service Bulletin regarding water leaks should also prove helpful to many of you.

Some people don't like to read the get-away articles. Others do. For that second group, we have Dorothy Gates' story of their trip to San Ramon and other stops along the way. Their trip with the Breers took them through some of my favorite parts of California, so maybe that is why I enjoyed reading it. Driving through the Coast Range of mountains is nice any time of year and especially nice in a DeLorean. Next time I get up that way, I'll be sure to look for Shnarley's pizza!

CALENDAR OF FUTURE **CAR EVENTS**

Does this list of events seem biased toward the southwest? Well, we can only print information on events that we know about. If you would like your area of the country to be better represented, PLEASE send us information about what is happening in your area – especially if you or your group is planning on participating!

2001 marks the 20th anniversary of the DeLorean. It is good for all of us to have our cars seen in parades and shows. Even if you think that your car isn't 'show quality', it will draw a crowd of admirers.

Deadlines for DeLorean World are Dec. 15th for issue #1, March 15th for #2, June 15th for #3 and Sept. 15th for #4. – Hank and Mimi Breer

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*
Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

DECEMBER

1

Fort Meyers Beach, FL — **Beach Party Car Show**. On the beach at the Holiday Inn, 6890 Esteru Blvd. Sponsored by Torquers Car Club. Info: Jim Geiger (941) 574-7159, 2302 SE 13th St., Cape Coral, FL 33990

1

Palm Springs, CA — **Festival of Lights Parade**. A nighttime parade through Downtown Palm Springs. All entries are self-lit with white Christmas lights. Join DeLorean owners from Southern California as we participate in our 6th parade. We'll meet in the Downtown Motel 6 parking lot at 2 p.m. Entry fee $15 payable to Mimi Breer Info: Mimi (626) 798-6279 or mbreer@ix.netcom.com

1

Laguna Nigel, CA — **Christmas Parade**. After a long hiatus Laguna Nigel re-started their annual parade last year. Since DeLorean's used to be a regular feature (and even took some awards if I have heard correctly) they are anxious to have us participate again. This year's parade is at 10 a.m. and is usually finished about noon. NO ENTRY FEE If you can't get to Palm Springs for the nighttime parade, you might want to try their daytime event. If you really are a parade freak, you can do both. If you're in Palm Springs by 3:30 and have real quick lights to attach, you'll be ready for judging between 4:30-5:00. For more info contact: Audrey Miller (949) 495-4956

1-2

Timonium, MD — **12th Street Cars of Desire.** Indoor Car Show & Flea Market at Timonium Fairgrounds inside Cow Palace. The show is to benefit The Childrens' House at Johns Hopkins. Info: Dick Warnsmann, (410) 771-1011 or Ira Katz (410) 581-5888, or www.streetcarsofdesire.com

2

Mansfield, TX — **Cars with Toys #3**. Car, Truck & Bike Show benefiting Mansfield Animal Shelter at Mansfield Community Bank. Please bring a new toy and a canned food donation for admission. Info: Mansfield Animal Shelter, PO Box 30, Mansfield, TX 76063. (817) 432-2666

2

Van Nuys, CA — **Greater Los Angeles British Car Show**. (re-scheduled from an earlier date) 400+ cars expected, vendors, food and live entertainment. Woodley Park, $20 registration day of event, info (310) 392-6605

2

Huntington Beach, CA — **6th Annual Hot Rod Run for Toys**. Car show. Open to all. 10:00-4:00 Donation is $15.00 and an unwrapped toy. Peter's Landing, Pacific Coast Highway and Anderson (across from the Water Tower House). Cruise Night Productions (714) 351-7919

15

Glendale, CA — **Toys for Tots**. Please bring an unwrapped toy. Morning Cruise to Lake Piru for lunch Leaves from Bob's Big Boy restaurant, 1407 W. Glenoaks Blvd at 10 a.m. returning around 3:00 p.m. for Car Club night 6:00-9:00 p.m. Only cost is to enter Lake Piru (approx $5.00) Pack a Picnic Lunch. Awards are given. Info: (818) 842-0325, www.aeclassic.com/roaders, roaderscarclub@hotmail.com

JANUARY

1

San Francisco, CA — **Annual New Year's Day "Anti-Football Run."** The event starts on New Years Day, takes you on a unique Bay Area drive and ends with a great lunch. A perfect way to start the New Year and reinforce your resolution to avoid the TV set. Open to ANY & ALL Interesting Cars, try to bring one over 25 years old. Entry fee is $75 per person in advance; this includes route notes, gift and fantastic lunch. For entry information, contact Dan Radowicz at (415) 561-8402, Fax(s) (415) 561-8422 or (925) 736-2823

4-6

Ft. Lauderdale Beach, FL — **29th Annual Kruse Collector Auction, Car Show, Flea Market and Swap Meet**. War Memorial Auditorium (800) 968-4444 http://www.kruseinternational.com

11-13

Scottsdale, AZ — **31st Annual Desert Classic Kruse Auction and Show**. Rawhide Wild West Town (800) 968-4444 Fax (219) 925-5467. www.kruseinternational.com

16-20

Scottsdale, AZ — **31st Annual Barrett-Jackson Classic Car Auction**. "Some automotive events are so important, so life-defining, that every car enthusiast should attend at least once. Enthusiast Heaven … it doesn't get better than this" - New York Times, April 2001. A four day auction of over 850 of the world's finest examples of classic, collector and special interest automobiles from all years. Expo featuring over 250 vendors. An automobilia auction precedes each days car auction. Gates open at 8 a.m., West World Equestrian Facility, 16601 N. Pima Rd. (Pima Fwy. /Loop101 at Frank Lloyd Wright Blvd). General Admission $20 each day/$65 four-day pass tickets available at the gate (480) 421-6694, Fax (480) 421-6697, www.barrett-jackson.com

FEBRUARY

16-17

Orlando, FL — **FX-2002 Florida Extravaganza Collectibles Show**. Orlando Convention Center. Featuring the "Back to the Future" Museum Tour hosted by BTTF.com. See authentic film props & costumes used in all three movies (including hoverboards and DeLorean miniatures); meet film celebrities who will be signing autographs; and shop for unique memorabilia and collectibles from BTTF.com's online store. Info: Stephen Clark, 256-757-7979, Stephen@BTTF.com or www.FXshow.com.

17

Lake Worth, FL — **10th Annual British Classic Car Show**. Bryant Intracoastal Park. One day show open to all British marques, with bagpipers, British food, regalia & related interest vendors. Show limited to first 250 registrants (2001 attendance, 232 cars). Registration forms available late December. Contact Phil Bacon 561-498-4656 or saphtrix@aol.com or go to www.goldcoastbritcar.org

MARCH

1-3

Bouwcentrurm Antwerpen — **Antwerp Classic Salon**. The National Classic Car Show for the BeNeLux countries, info Tel. +49(0) 2407-17300, Fax +49(0) 2407-17711, www.siha.de or write S.I.H.A. GmbH,Pf. 3164, D-52118 Heizogenrath

16

Hermosa Beach, CA — **St. Patrick's Day Parade**. Contact Mimi Breer (626) 798-6279 or e-mail mbreer@ix.netcom.com

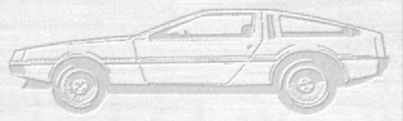
17

Almost Everywhere — **St. Patrick's Day Parades**. Contact your local Chamber of Commerce, newspaper or civic group and find yourself a St. Patrick's Day parade. Dress in green, decorate your car and have fun. Don't drink too much Green beer! Enjoy Corned Beef and Cabbage! If there ever was a parade that should have a DeLorean in it, this is the one. The only thing wrong with Irish folklore is that there is stainless steel at the end of the rainbow.

22-23

New Orleans, LA — **12th Annual New Orleans British Car Day**. Sponsored by the British Motoring Club-New Orleans. All Marques of British and Empire Cars welcome. Entry fee, welcome party Friday night, show on Saturday, dinner with trophies Saturday night. Info at haroldor@bellsouth.net, www.bmcno.org

DELOREAN STORE



Holiday Gift Ideas

ORDER EARLY!

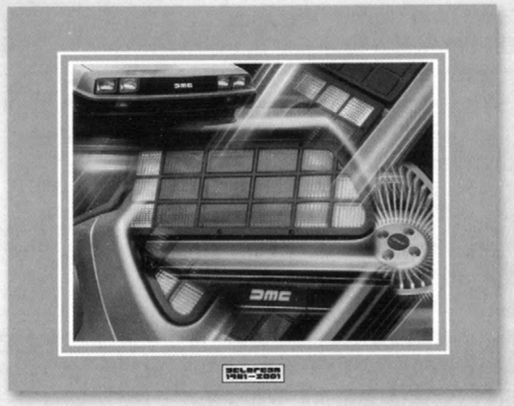
The DeLorean Store will be closed from December 15, 2001 until January 15, 2002. Thank you for your support in 2001.

Need stocking stuffers? Let us help! We have key fobs, stickers, patches, valve stem covers, license plate frames, note pads, car badges and much more! Check out our full page listing in this issue on page 37 or visit our website: www.deloreanstore.com

Just in time for winter! Long Sleeve, Mock Turtle Neck T-Shirt – DMC logo on the front with a colorful, flying DeLorean on the back. High quality cotton with the brightest, wildest graphics we've ever produced. Limited quantities, when they're gone they are gone! **ITEM #103** Available in sizes M-2XL **ONLY $17.50**

Association "Members Only" Jacket — Slate grey nylon jacket with the DeLorean Owner's Association logo embroidered on the front. Available in sizes M-XL **ITEM #003 NOW ONLY $49.95**

20th Anniversary DeLorean Montage Print — This dazzling digital display of the DeLorean is mounted with lovely matting and a commemorative tag. Limited edition of 100 prints created for the DeLorean Owners Association by world-renown kaleidoscopic artist Joe Polevoi. **ITEM #130 $69.95**

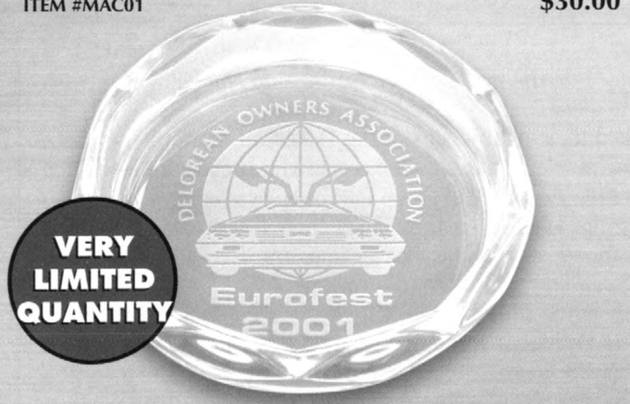


ALUMINUM THERMAL
DELO

Sport Thermal Bottle — 22 ounce bottle with an outer cover of clear plastic and an aluminum insert. A DeLorean car imprint. Has hinged bubble top to protect the drinking spout. Features dual wall insulation and thermometer to gauge beverage temperature.
ITEM #122 $15.95

Oversized Association Umbrella — Get ready for the rain with our unique umbrella. This large, 54" umbrella has a DeLorean Owners Association logo and comes in DeLorean grey. **ITEM #043**
ONLY $20.00

Twetieth Anniversary Galway Irish Crystal Coaster
If you weren't one of the lucky ones to attend Eurofest 2001 in Ireland this summer, here is your chance to own the 20th anniversary commemorative coaster given to members/attendees. Made of the finest cut crystal by Galway. The Association logo and EUROFEST 2001 is etched on the bottom.
ITEM #MAC01 $30.00



Denim Shirts
Long sleeve, faded blue denim shirts with embroidered Association logo above patch pocket. 100% cotton, button-down collar and horn tone buttons.
ITEM #007
S-XL $34.95
2XL-3XL $37.95

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$250.01 to $300.00	**$25.00**
$300.01 to $350.00	**$30.00**
$350.01 and above	**$35.00**

MEMBER PROFILE

Brian and Dorothy Gates
Rancho Palos Verdes, CA

Meet Brian and Dorothy Gates, two of our newest board members. We haven't done a profile of a board member for many years. Not because their lives aren't interesting – they are. But we decided it was just a bit egotistical blowing our own horn.

Well, here's the first one in over ten years because Brian and Dorothy have a very unique DeLorean-related tale to tell.

It all began in 1984 when Dorothy and her first husband, Brad purchased their DeLorean. Brad passed away very unexpectedly shortly thereafter, but Dorothy held on to it. They were first time owners.

During that time, the DeLorean Motor Car Company closed down and the DeLorean Owners Association started up. So Dorothy decided to join and soon became a very active member.

These were tough times for her of course, and they weren't easy for the Association, either. In spite of it all, Dorothy joined our board of directors and went right to work. One of her first rolls was the task of communicating with what were then, association chapters. No position on the board could have been as stressful. Half of the chapters wanted more guidance, the other half didn't even want a phone call.

Eventually, the chapter program was discontinued so she moved onto other posts. Particularly noteworthy during this time was her work with DeLorean One to establish written, detailed guidelines for judging a DeLorean under concours conditions. Those criteria stand today and they have been used in all Association concours, ever since.

As years passed, she met and married Brian, then became increasingly active in the Mustang club. In fact, she was president of it for 11 years. She says that being a board member of both groups simply became too time consuming. She also found that many events overlapped. Although she attended most Association events, she had to resign from the board.

Through those years, she says, she really missed the people in the Association, so when she decided not to spend another year as the president of the Mustang club, she asked if our board wanted her back again. Did we ever! This time we got another bonus, she brought Brian with her.

Dorothy has had a classic American background. She was born in San Diego where her father was in the Army. Throughout his career, she and her brother and sister lived in Germany, Louisiana, Texas and Washington state. Before retiring from the world of business, she had worked for a brokerage house, a police department, the City of San Diego and Dow Chemical.

Brian, on the other hand, was born in Hamilton, Ontario, Canada. He and his family immigrated to the states in 1951 where they first settled in Pomona, California. His dad's job as a mechanical engineer took him to several other Southern California communities before finally settling in Rolling Hills Estates.

For awhile, Brian tried semi professional bowling, but in his words, he preferred eating. So he started searching for another career. It was the late 60's and he saw a future in the fledging industry of data processing. Beginning with TRW, he moved to Levi Strauss, Mattel Toys and finally Coldwell Banker.

After retiring, he became very involved with Mustangs, footing the bill for several radically modified cars. He says when he's not involved with DeLoreans and Mustangs, he appreciates a good round of golf.

Both Brian and Dorothy enjoy detailing and showing their cars, and they have numerous awards and trophies to prove they have not been wasting their time. Brian says they have a system, "I do the major, first cleaning and she follows up with a white glove."

Dorothy
Brian
S.S. LANE VICTORY
BERTH 94, SAN PEDRO, CA
11

Asked their impressions of the DeLorean marque, they both refer to, "people". Brian says the people who attend our Association events are, "A wonderful group that he enjoys being with."

Dorothy says when they show their DeLorean, it is much like a movie star, "Everybody comes up. Everybody wants a look. Everybody wants to talk to you."

Both agree the marque will slowly appreciate in value as the cars become increasingly scarce. Brian remarks, "I think even in the year 2050, the car will still look up to date." Dorothy notices how the quality of DeLoreans displayed in shows and concours has dropped noticeably. She said, "More and more are going to need major restoration work to even be allowed to enter."

They enjoy taking the car to special places like the theater and nice restaurants. "It really gets you good parking places in restaurants," Dorothy reports. "But, best of all, it brings people together."

MY EUROFEST

Photos and story by Shane Christie, County Meath, Northern Ireland

Although this story came in a little late to make the Eurofest edition, I thought it was very enjoyable to read how much this young Irish lad loves the DeLorean marque. Editor

May 24th-27th. The dates that will stand out in my mind and I am sure most other people who were there. Eurofest 2001 was the big one everyone was waiting for and it didn't disappoint. I had missed the last one in '97 but was determined to go the full hog this time round! I had arranged to meet up with my friend, Mervyn Richardson who had very kindly offered to give me a lift up in his Delorean — all the way up to Belfast. I was so excited; I had never traveled that kind of distance in a DeLorean before, and I was relishing how it would feel.

We needed to be in Belfast by 7:30 or so that evening. It was 3 o'clock before I ventured out for Mervyn's house, so I was cutting it close, timewise. I did not know the way to his house and had a little of a tough time getting there. But thanks to my mobile phone and a few simple directions, I arrived. We chatted for awhile then the time to go had come. When we jumped into the DeLorean, it's doors pointing to the horizon. I knew this weekend was going to be very special - very special because it was going to be in a DeLorean that was going to be joined by many more.

We eventually got to the hotel and joined the party at the opening reception albeit on the fashionably late side. I was delighted to see how many had turned up — not sure how many but it was ALOT!

Friday morning arrived and at 9:30 am, we were all down at the lobby to get into the bus or our DeLoreans if we brought them. After Mervyn picked me up outside the hotel, we headed for the Powerstation where all the other DeLoreans were parked. We were both amazed by how many cars were there, There were over 30 as far as we could tell. This certainly was the biggest gathering of DeLoreans I had ever seen and definitely the biggest in Ireland since the factory closed.

We and the other drivers had a chat and cleaned or touched up our cars with the spare few minutes we had. Then it was off to a personal automobila collection on the outskirts of the city. To see all the DeLoreans pull onto the road was simply spectacular! As far as the eye could see, forwards and backwards nothing but DeLoreans. It was an awesome sight and one I will not forget in a hurry. Even though I don't own a DeLorean, I felt very proud of what everyone involved was achieving, and that sight, driving through the city and countryside of Belfast, symbolized this. Unfortunately, it rained a little bit that morning (no Irish holiday would be complete without it) but it did not dampen our spirits.

Next up was everyone's favourite part including mine - the visit to Stormont parliament buildings. This proved even more spectacular to say the least. Any of you who saw the pictures in the last DeLorean World knows just how good it was. Two big thumbs up to whoever thought of the idea to park the cars like that! We ended the day with a fabulous meal in the parliament building.

Saturday arrived, this was the big day — the factory tour and test track. I arrived by bus and to my delight, I had found 2 or 3 more cars had joined our entourage. This brought the total number of cars to nearly 40. I took the factory tour first and it was extremely interesting. Our tour guide was very informative and explained things very well. You can still sense the greatness DeLorean was trying to achieve. There was a real sense of history in the air which I certainly felt to a high degree.

After the tour had finished, I headed out to the test track to get some great shots of the cars going round the track. Absolutely great - no doubt about it!! Then Mervyn informed me he was going along with 6 other DeLoreans to the Lord Mayor's parade in Belfast city centre, I jumped at the chance, and so we and the other 6 cars left in caravan.

When we arrived, we took our positions and had a spare few minutes to spruce and clean before we set off.

Top: Chris Parnham's DeLorean overlooking the North Atlantic at Giant's Causeway
Bottom: Mervyn's DeLorean refueling

The parade was very exciting. People in the crowd were so enthusiastic, asking questions about the car every time we stopped. Later that day, we went to St. George's market in the city centre where the products fair, concours and people's choice were being held. The level of competition in the concours and people's choice was excellent.

Sunday came, alas the last day, but we were determined to make the best of it and that's exactly what we did. Mervyn again picked me up outside the hotel and we joined the 2 buses and the rest of the Deloreans for the hour and half journey to the Giant's Causeway and the Old Bushmills distillery. Again, the sight of DeLoreans travelling on the road was fantastic - nothing but a sea of Deloreans. The looks we got from the passers by were most enjoyable!

When we got to the Giant's Causeway, the sight was unbelievable. Then, it was time for our final stop at the Old Bushmills distillery, a mile or so down the road. The distillery was very impressive, not least because of the free sample whiskey that was on offer at the end of the tour.

We all said our goodbyes then and headed back to our cars knowing we had

continued on page 38...

The DeLorean Owners Association may be on the History Channel

Actuality Productions arranged to visit the DeLorean Owners Board of Directors meeting October 7. They filmed portions of the board meeting and interviewed several board members. It is supposed to appear on the History Channel's series, "Modern Marvels". Above: John Crowley of Actuality Productions interviews and films board member Ed Bernstein on top of the Peterson Automotive Museum. Below: Filming a board meeting.

The new BOARD OF DIRECTORS have been elected

On September 15, 2001 at 8 pm, the ballots listing DeLorean Owners Association Board of Directors candidates which were sent to all members then returned with their votes were counted at the home of Jon and Debbie Spurlin by two non members. The names listed are the new board and their titles.

Linda Porter, *President / Activities*
Mary Lou Knudson, *Vice President*
Joan Truscott, *Secretary / Treasurer*
Dick Shipman, *Technical Director*
John Truscott, *Membership Director*
Julie Johnson, *Products Director*
David Knudson, *Editor, DeLorean World*
Trevor Johnson, *Publicity Director*
Jim Hales, *Advertising Director*
Ray Haug, *Internet Director*
David Johnson, *Parliamentarian*
Millie Bernstein, *Mailing Director*
Ed Bernstein, *Concours / Museum Director*
Marcie Haug, *Historian*
Mike Hanley, *Parades / Events Director*
Delores Hales, *Hospitality / Raffles Director*
Dorothy Gates, *Director at Large*
Brian Gates, *Director at Large*

DeLorean service bulletin

SUBJECT: WATER LEAKS - BODY

Water leaks into the interior of the vehicle body may be difficult to diagnose, and the following main points must be considered when a water leak occurs.

Does the leak occur with the vehicle in motion or standing still? With the vehicle in motion, a water leak in the interior may be related to a much lower or distant entry point on the exterior due to the fact that a lower air pressure may exist in the interior rather than the exterior of the vehicle and equalized airflow may transport water to distant exit points in the interior. Splash water from the wheels may have an outside entry on the underside of the vehicle. Water leaks that occur with the vehicle standing still usually appear at a lower point in the interior.

Tilt of Vehicle Some leaks may occur only with the vehicle in a tilted position causing designed drains to back up, especially if large amounts of water are involved.

High Water Pressure During washing or windstorms, high water pressure may force water through seals and crevices or cause drains to back up and overflow.

Drains Certain vehicle areas have drains designed to direct water to the outside. For example, drains are found on the bottom of the doors or around the door openings of the body to allow water that entered at the window lip seals, which due to their function cannot provide a full seal, to escape to the outside. Water entering through the gap of the doors is drained to the outside. Due to their function, all drains must be free of obstruction, and seals (watertight) from the rest of the body.

Sealing The joints of the body panels, windows, ducts, and cable passages are sealed in areas where water entering at these points would drain to the inside.

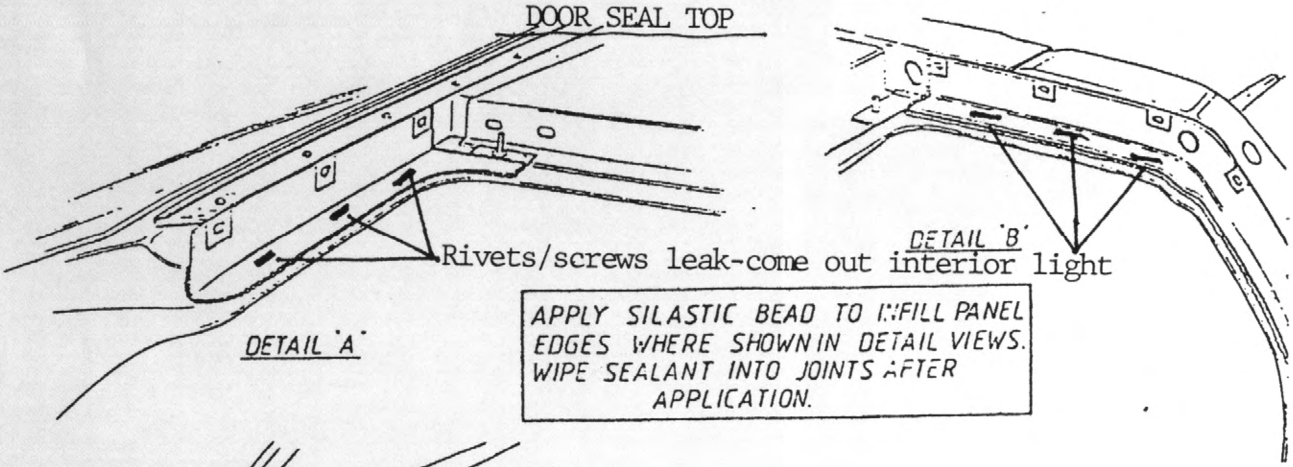
Owner observations and thorough knowledge of the vehicle sealing and draining areas will greatly assist in locating a water leak.

When sealing the indicated joints, use Dow Silastic 732R.T.V. or equivalent. Delco Insulation Tape 15-113 can also be used for SP10403.

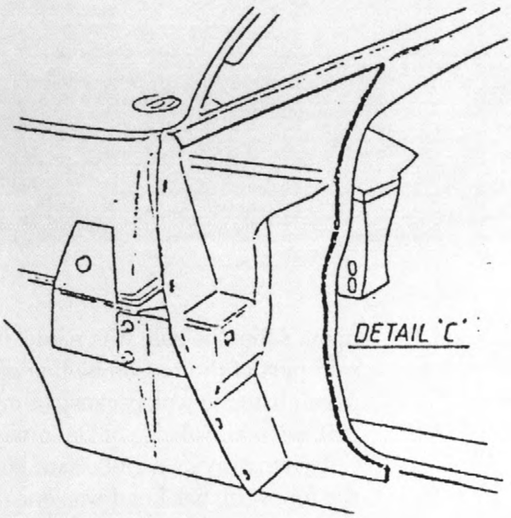
#ST-33-12/81

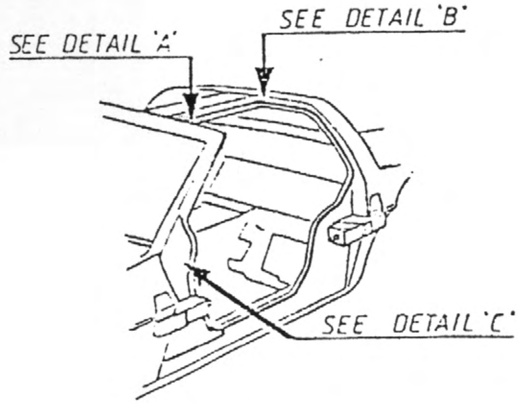
PART I OF A SERIES

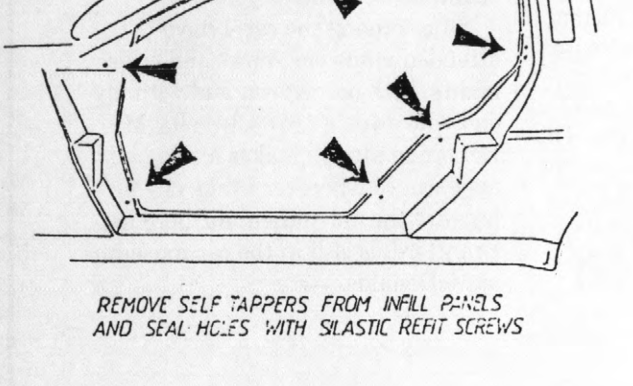
Revised by Don Steger, DeLorean Motor Center, Garden Grove, CA


DOOR SEAL TOP
Rivets/screws leak-come out interior light
DETAIL 'A'
DETAIL 'B'

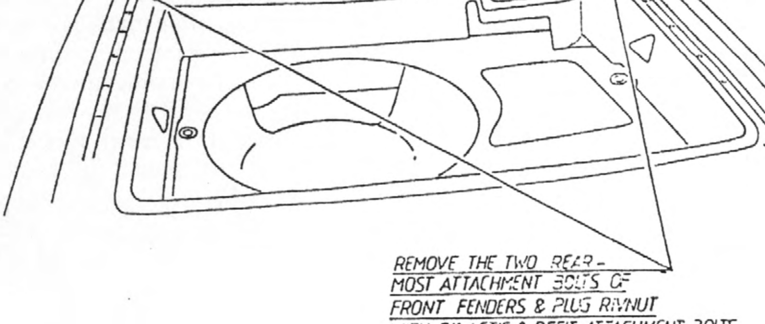
APPLY SILASTIC BEAD TO INFILL PANEL EDGES WHERE SHOWN IN DETAIL VIEWS. WIPE SEALANT INTO JOINTS AFTER APPLICATION.




SEE DETAIL 'A'
SEE DETAIL 'B'
SEE DETAIL 'C'

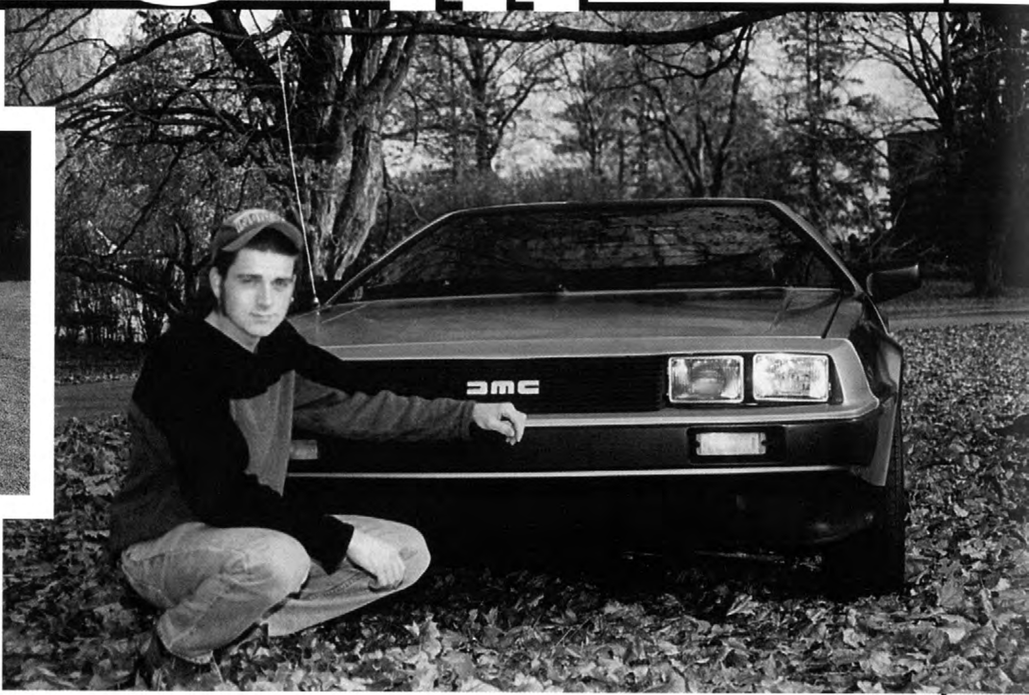


REMOVE SELF TAPPERS FROM INFILL PANELS AND SEAL HOLES WITH SILASTIC REFIT SCREWS



REMOVE THE TWO REAR-MOST ATTACHMENT BOLTS OF FRONT FENDERS & PLUG RIVNUT WITH SILASTIC & REFIT ATTACHMENT BOLTS

BRENT'S Dream



Above: This was about five minutes after I purchased the DeLorean. Plutonium coveralls for a joke. I am in the middle. Roy is on the left and my dad is on the right. Note my big smile!
Right: This is the day it went into storage for the winter – November 2000.

Story by Brent Veber, Brantford, Ontario, Canada
Photos by John Veber

My DeLorean is a 1981. I purchased it in August of 2000 after many years of saving.

My dream of owning a DeLorean began when I was about 7 years old. I was at a McDonalds with my dad here in my hometown of Brantford, Ontario, Canada. Brantford is known as, "Telephone City" because this is where the telephone was invented. It is also the home of the great hockey legend, Wayne Gretzky.

The McDonalds we were in is the only one in the world which houses a collection of 10 antique and collector cars, and a DeLorean was among them

It was love at first sight. Then and there, I vowed to do whatever it took to have one of these cars as my own. I began saving money by shoveling snow, raking leaves and doing odd jobs. Then, finally at 15 years old, I landed an after school job at Brantford Iron & Metal, a few blocks from my home. I worked as many hours as I could while at the same time attending high school.

After graduation, I obtained my truck driver's license and I was hired on full time as a driver at Brantford Iron & Metal. I have been employed there ever since - all the time, saving toward my dream of owning a DeLorean.

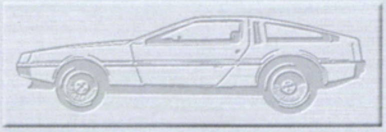
Finally, in August of 2000, at 20 years of age, my friend Roy Gonzales and I managed to find one in Picton, Ontario after many hours of research and searching on the internet.

I made arrangements to go and see the car with my dad and Roy. The owner of the car in Picton had, at one time, displayed it in his own IGA store. We argued over the price for some time, but finally we came up with an amount we could all agree upon. After the sale was made, he said part of the reason he had agreed to sell it to me was because of my extensive knowledge of DeLoreans.

Driving my own DeLorean home the following weekend was one of the most memorable evenings of my life. I had such a sense of pride and accomplishment, and every time I pulled up to a stop sign or a red light, all the cars around me were giving me the thumbs up. All I could do was smile to myself and think how proud I felt to be the owner of this beautiful machine.

Since buying the car, I have attended many car shows and cruise nights, both on my own and with my dad who owns a 1970 Chevelle. My DeLorean always makes a solo appearance wherever I take it because the only other one, here in Brantford, is still in the car museum at McDonalds.

DELOREAN STORE



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108%	**I'd Rather Be Driving My DeLorean License Plate Frame**	$5.00
052	**DeLorean Note Pad, 5"x7"**	$1.60
054	**BIC Roller Ball Logo Pen**	$2.00
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053	**Silver Logo Stickers**	4 for $2.00
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031b	**DOA Logo Black Car Badge**	$8.00
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033	**DOA Logo Key Ring**	$6.00
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APPAREL

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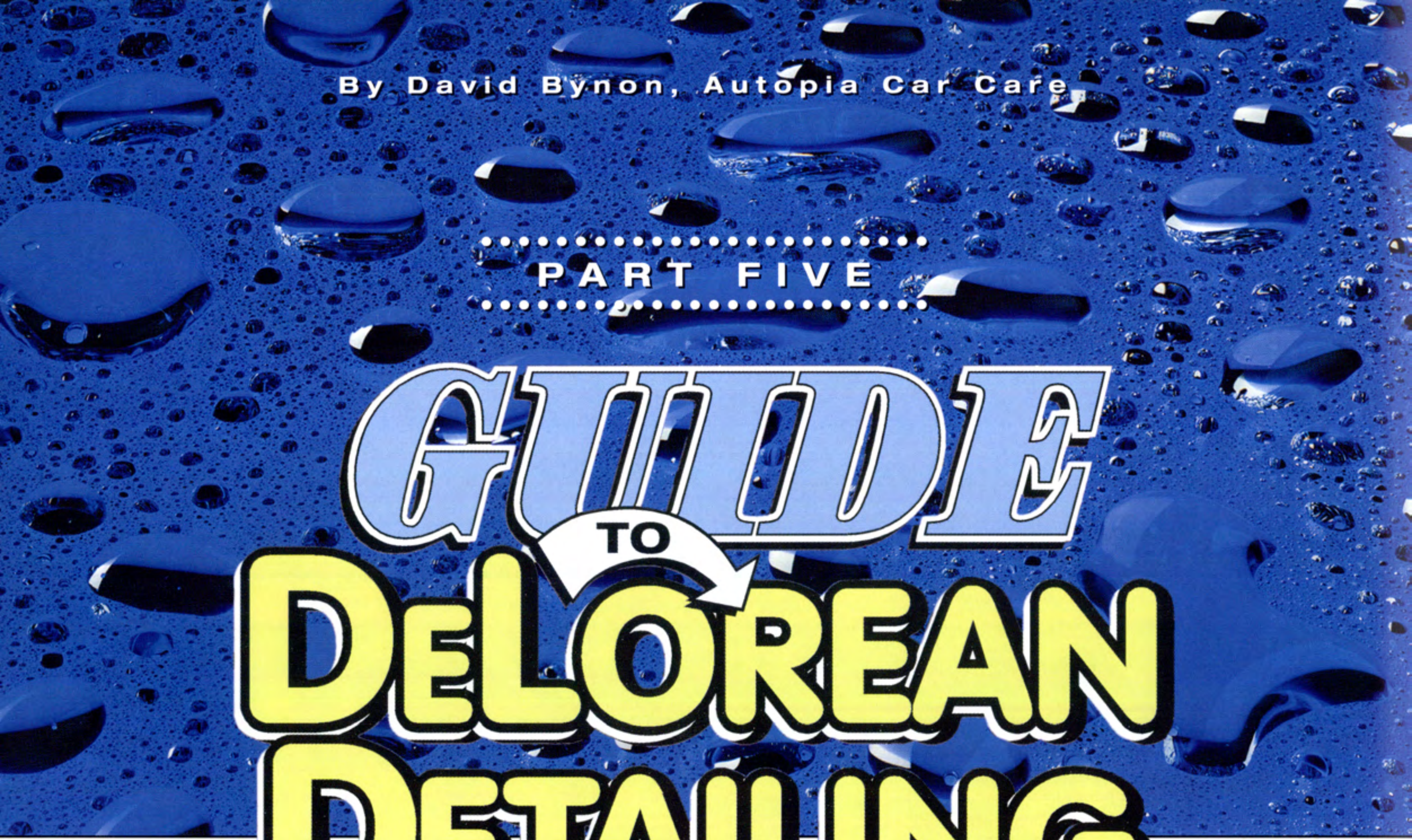

By David Bynon, Autopia Car Care

PART FIVE

GUIDE TO DELOREAN DETAILING

I have come to know and respect David Byron through our mutual affiliation with the Porsche owners Club. He is extremely knowledgeable on automobile detailing and authors an extensive website on the subject under his company's name, Autopia Car Care.

There are tips, recommendations, and advice that he has compiled that I know everyone will learn from – even the most avid detailers.

David's website can be found at ***www.autopiacarcare.com***

In this issue, he covers methods for cleaning metal, paint evaluation, waxes and oil maintenance.

-Dick Shipman, Technical Director.

POLISHING METAL

Most car fanatics love bright, shiny, polished metal. There's noting quite like perfect chrome, polished aluminum wheels, or bright stainless steel exhaust tips to improve the looks of a car. Engine compartments with polished manifolds and other bright work really make a difference, too.

While polished metal is great to look at, it's not always easy to achieve, especially if it has been neglected. This article gives some quick tips on metal polishing. With the right tools, and a little work, you can achieve great results.

CHROME

Chrome is by far the most common bright work on an automobile. Chromium, the metal used to chrome plate steel and other metals, resists tarnishing and holds a shine better than all other metals, including platinum. Chrome has a single enemy: rust. Over time, chrome oxidizes and develops rust spots. The higher quality the chrome plating, the more it will resist rusting, but eventually, it will happen. If you allow the chrome to go too long without removing the rust, the chrome will become permanently pitted.

Heavy rust on chromed parts requires a decision: polish or re-chrome. Re-plating small parts is pretty easy. Simply remove the part and hand it to your local plating company. A couple weeks later you'll have your part back looking like new. However, what if it's a large part, like a bumper or a window frame? Re-plating a medium or large part is expensive. Even a modest size part, such as the hubcaps can cost $100 or more. If you think there's even a remote chance the rusted chrome part is salvageable you should try to save it.

Removing rust and polishing chrome can usually restore chrome to a reasonable looking condition. If the rust simply coats, and is not deeply embedded, the chrome should come back to life. As long as the chrome is not flaking off, you have a chance of saving it.

Most pro detailers use fine grades of steel wool to remove rust from chrome. It's quick and easy. Please use caution if you choose this route, as even fine (000) or super fine (0000) steel wool leaves minor scratches that you will need to polish with a metal or chrome polish to remove.

Another product that works well is the household steel wool soap pad. The soap acts as both a cleaner and a lubricant to prevent scratching (use plenty of water). Warning: keep steel wool away from painted surfaces.

If you have rust in cracks and crevices you can't reach, use a toothbrush and household cleanser. Wet the toothbrush, dip it in the cleanser, and start scrubbing. The abrasives in the cleanser remove rust very fast. Rinse well with plenty of fresh water.

The final step with chrome is to polish it with a good chrome or metal polish. Use a polish specifically made for chrome. With most metal polishes, a little goes a long way, so just a little dab at a time. Also, the best metal polishing cloth is soft cotton such as tee shirt material. Cotton fleece, such as an old sweatshirt works great, too.

ALUMINUM

Aluminum is an easy metal to polish. It's soft enough that even the roughest aluminum parts can be quickly polished to a bright shine. A few years ago, in a fit of craziness, I decided to polish all of the aluminum parts on the topside of my 1989 Silver Anniversary 911's engine. I went nuts. Everything was subject to being polished, including the intake manifold and the distributor. It was beautiful!

Polished aluminum has a fault: it tarnishes quickly. Most factory polished aluminum parts are sprayed with a clear lacquer, acrylic or urethane to seal the part. This is very common on polished wheels.

If you're trying to restore a polished aluminum part that has been anodized or clear coated, you must first remove the coating. Many professional polishing shops use an aircraft strength stripper for this job. You must use these chemicals with extreme caution, and never let them come near your car.

You can polish aluminum by machine or by hand. When using a machine such as a buffing wheel or buffing cones, I prefer to use several grades of jeweler's rouge, which generally comes in a bar form. Simply apply a bit of rouge to the wheel (while it is spinning) and begin buffing. Avoid using too much pressure. As the part begins to polish to brightness, use the next grade (finer) of rouge.

Polishing aluminum by hand, while not as fast as by machine, is pretty easy. Use aluminum or "mag" polish and a soft cloth. I like Eagle One Mag Polish and Mothers Mag Polish for hand polishing aluminum. Apply the polish to your cloth, working it into the polishing cloth, then begin polishing your part. The cloth will turn black. This is normal. Keep polishing. Use a clean, dry, soft towel to buff the polish off of the part and inspect your work. Repeat until you have achieved the desired results.

If you want to polish rough aluminum, such as an intake manifold or a distributor, you will first need to prepare the part by sanding it smooth. To do so, use a coarse emery paper, followed by medium, then fine. To make the polishing faster, use 600 grit wet and dry paper (wet) as the final sanding step before polishing.

STAINLESS STEEL

Stainless Steel is a wonderful metal. Although it does not polish as brightly as chrome or aluminum, it will take on a good shine. The only problem is that stainless steel is very hard.

A common use for stainless steel is the exhaust system, including the exhaust tip. Many people choose to cover unpolished stainless steel exhaust tips with chrome sleeves, often for as much as $400. With a relatively new polishing cloth, called Luster Lace, you can polish that exhaust tip to a bright shine in just a few minutes.

Luster Lace, made by Luster Care, is a patented, polish impregnated material in widths from 5" to 1" wide. To use Luster Lace, you wrap it around a round or oval object (360 degrees) and pull back and forth (like buffing the tip of your shoe with a buffing cloth). The surface area of the cloth makes really quick work of exhaust tips and other round objects. It's great on chrome and aluminum, too.

PROTECT YOUR POLISHED METAL

There's no sense in spending time to polish the metal on your car if you don't protect it. The most common protection is good old paste wax. Simply wax and buff. There are specialized metal sealants, too, such as Luster Care's Luster Seal. Luster Seal protects chrome, polished aluminum, stainless steel and other metals for up to six months.

continued on page 32...

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DELOREAN GETAWAY

California's Coast and Central Valley

Story by Dorothy Gates, Rancho Palos Verdes, CA
with the assistance of Hank & Mimi Breer, Altadena, CA
Photos by the Gates and the Breers

There is only one thing better than getting away from the day-to-day chores, and that's getting away in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a few days off. Therefore, we would appreciate articles about unique, yet DeLorean - accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

GIRLWNG, the DeLorean owned by my husband, Brian and me, had been carefully cleaned and she was ready to travel over 500 miles that day. It started as a normal, Southern California day near the beach. FOGGY!! We met John & Joan Truscott and Steve Dunne for breakfast in Santa Barbara, then the DeLorean caravan was on its way.

The three, shiny cars headed north, up the coast to the Madonna Inn in San Luis Obispo. You've heard of the pink hotel with theme rooms and a Men's Room that you just have to check out. No? Well, that's another story.

At the Inn, we were joined by 3 more cars — 304SS (Hank & Mimi Breer), DLOREAN (Bob and Bev Benedikt) and DMCS DMC (Dave and Barb Cox).They had elected to start out a day early and spend the night at the Best Western Casa Grande (in Arroyo Grande) just 15 minutes below the Madonna Inn. The three couples were inside having lunch. As we were deciding if we wanted to eat there or push on, Dave and Ellen Gaura arrived in the parking lot to make our traveling group seven.

The caravan was spectacular: seven DeLoreans just snaking through the hills and terrain of Central California. The scenery changed constantly — agricultural farmland, rolling hills of beautiful golden grass, vineyards, and even mountains.

Did I mention that Cal Trans was everywhere? SLOW and PREPARE TO STOP signs were in abundance. We love new roads but that means having to drive over dirt and gravel sometimes — not good for clean DeLoreans anxious to get to a DeLorean event.

Have you ever had that sinking feeling when you have car trouble away from home? What is wrong? What do I do now? Where can I get help? Traveling in a line in the left lane in heavy traffic, we heard via the walkie-talkies that there was a breakdown in one of the cars behind us. OH NO!!

I can't imagine what the other drivers must have wondered when seven DeLoreans quickly broke ranks, changed lanes and pulled to the roadside. It turned out to be nothing really serious; the Truscotts had thrown a fan belt. Between the seven cars, we had a new belt, tools and helpers willing to get their hands dirty. Kudos to Bob Benedikt who got the dirtiest.

Once it was obvious that everything was under control, the Coxs and Breers split off from the rest of us. They had committed to Ken Montgomery to help with the goodie bags at registration and feared that if they waited much longer, Ken would be left high and dry. Once repairs had been made, the Truscotts and the Benedikts also decided that they wanted to go straight to the Marriott to clean up. So, we were down to three cars. Nevertheless, what we lacked in quantity, we made up for in quality. Steve Dunne led the Gauras and us on a wonderful side trip.

First stop, snacks and drinks at Steve & Dorian Dunne's to meet some local friends of theirs. We were invited to visit Marshall Mathews' private collection of about twenty vehicles including fully restored, turn of the century cars, motorcycles, a fire truck, and mid-1930's luxurious Packards. Marshall, unfortunately, was away at a Concours with another of his beautifully restored cars so we didn't get to meet him. His wife, Nancy, and their son, Evan, were there and we enjoyed talking with them about the collection.

Since all the cars were magnificent, it was hard to pick a favorite. Each one seemed to be more beautiful than the next. If I had to choose, I think my favorite would have been the restored Hillsborough Fire Department fire truck, although, I would love to be in a parade in any of the convertibles. Brian preferred the gorgeous red Ferrari. I wonder if it was because it was fast? You know he has a thing for fast cars.

We arrived in San Ramon to attend the 2001 DeLorean/Bricklin West Coast Celebration where an enjoyable time was had by all.

Friday's winery tour at Wente Vineyards was very informative and the box lunch they supplied on the patio was excellent. That evening's dinner at the Blackhawk Museum was truly fantastic. Both Sandy Bigman's DeLorean and his Bricklin are on loan to the Smithsonian (the new owners of the Blackhawk) and are on display. They added nicely to the dinner décor.

Saturday was busy with a dealer's room, three tech sessions, and separate car shows for each marque. Brian was able to work his magic on GIRLWNG and erased the evidence of the dirt and gravel of the 500 mile road trip. She even took First Place! The evening awards banquet was complete with informative videos on both the DeLorean and Bricklin marques.

Sunday's drive to the USS Hornet took us on three freeways, through the foothills, through two tunnels and along city streets onto the decommissioned Alameda Navy Base. It kept everyone on their toes. We were a long line of DeLoreans and Bricklins trying not to lose one another in the heavy traffic.

GIRLWNG and 304SS left the aircraft carrier around 1:30 p.m. to start our trip back to Los Angeles.

Above: Three different marques outside the Blackhawk Museum.

Left: Lining up dockside to the USS Hornet.

Right: Gullwings gather at the Blackhawk Museum.

This is a trip that can be made in a little over half a day, but we were sightseeing. Rather than take the interstate, we drove over the hills through the coastal redwoods to Santa Cruz where we joined California Highway One. From there, it was a leisurely drive along the Pacific Ocean and through the artichoke fields of Watsonville. A few miles past Moss Landing, over rolling hills and past coastal sand dunes, we arrived in Monterey.

A few of the local attractions in the Monterey area:

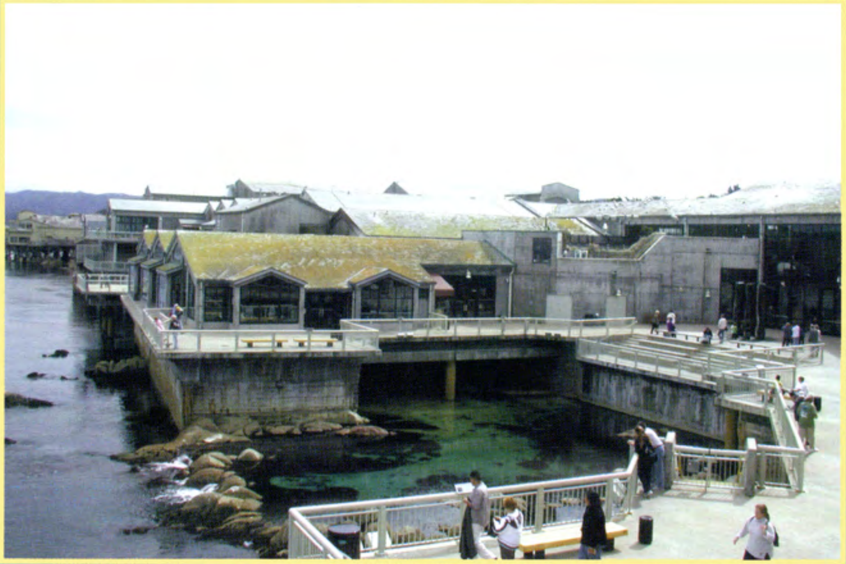
Monterey – This is one of the most historic cities in California. Originally settled in the 1770's, it was the territorial capitol under the Spanish. There are many historic sites that have been preserved and/or restored, including the original Customs House, the Governor's house, and California's First Theater.

Monterey's Cannery Row – In the early 1900's, Harry Malpas founded the first canning operation on Ocean View Avenue. In 1953 the street was renamed "Cannery Row," in honor of a writer who few regarded seriously when he had frequented it — John Steinbeck. The sardines virtually vanished in the early fifties. The last sardine catch was packed in 1964, with the last operating cannery, the Hovden Food Products Corp. (now the Monterey Bay Aquarium) closing its doors in 1973. It had been canning squid.

Carmel – Also referred to as *Carmel-by-the-Sea*, has one unique feature. There are no street addresses. Each home or business is addressed by a name. Full of quaint shops, bed and breakfasts, elegant homes and one of the most beautiful missions of the 21 in California, the city is a 'must see' for

continued on page 18...

Fisherman's Wharf on Monterey Bay.



anyone visiting the central California coast.

In Monterey, we checked into The Hotel Pacific, just a block up from Fisherman's Wharf. We had lovely rooms with feather beds, fireplaces, terracotta tile, living and dining areas as well as balconies. The facility has very attractive courtyard gardens and spas scattered throughout. Since we were so close to the wharf, guess where we had dinner. We ate at Abolonetti Seafood Trattoria on Monterey's Fisherman's Wharf. Fish for Hank, Mimi, and Brian, Chicken for me. Afterwards, we walked the pier and strolled through downtown, past the Customs House and California's First Theater.

The next morning, we met again at 9:00 a.m. at the hotel's continental breakfast, bright eyed and raring to go. After breakfast, we decided to walk to Cannery Row, since the day was nice and cool. We ended our stroll at the Monterey Bay Aquarium where we spent many hours meandering through this marvelous display of ocean creatures that live in Monterey Bay.

The Aquarium's exhibits recreate all of the bay's habitats from tide pools to the deep ocean. We saw octopi, otters, seahorses, jelly fish, sharks, penguins, a kelp forest bursting with life, informative movies, and, of course, the infamous sardines. We window shopped our way back, stopping for a late lunch/early supper overlooking the ocean at the Fish Hopper Restaurant. Excellent clam chowder.

Walking back along the waterfront, it started to rain a bit. We could see the menacing clouds coming in from the ocean, and made it back to our rooms just in time. As we met for an evening snack in front of the fire in the Breer's room, lightning began to strike. The news later reported that over 350 bolts touched the ground in five hours. In California, this is rare.

Hank and Brian sat watching from our third floor balcony. Luckily, our hotel had underground parking since along with the lightning came sporadic downpours. We again retired early and awoke to a beautiful clear blue sky and warm temperatures.

After breakfast and checking out of the hotel, we drove out along the Pacific Grove Palisades through Downtown Carmel and out through the Carmel Valley. Along the 40 mile drive through the rolling hills, ranches and vineyards, we stopped for lunch at Shnarley's Bronx Pizzeria. (See sidebar)

The road out of Carmel Valley shrinks from four lanes to two — and then to one. Well, not really, but half way to US 101 (where the road is least traveled) there isn't even a center line. Maintenance isn't a huge priority here so we were again subjected to road dust and gravel.

We rejoined US 101 near King City and continued on to Solvang. This is a Danish Settlement just off the highway. Dinner was at one of the Danish restaurants in town. Having further to go, we had decided to spend the night there, but the Breers pushed on that evening.

Inside the Blackhawk Museum.

Left: Arriving at the Wente Vineyards.

Below: DeLoreans checking in to the Best Western Casa Grande in Arroyo Grande.

Best Western Casa Grande
850 Oak Park Rd.
Arroyo Grande, CA 93420
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300 Pacific St.
Monterey, CA 93940
(800) 554-5542

Abolonetti Seafood Trattoria
57 Fisherman's Wharf
Monterey, CA 93940
(831) 373-1851

Monterey Bay Aquarium
886 Cannery Row
Monterey, CA 93940
(831) 648-4888

Fish Hopper Restaurant
700 Cannery Row
Monterey, CA 93940
(831) 372-8543

Shnarley's Bronx Pizza
(See inset.)
Mid Valley Shopping Center
Carmel Valley, CA
(831) 622-9463

A funny story...

Some people and places take themselves very seriously. And some don't. We were fortunate enough to find a restaurant in Carmel Valley that didn't: **Shnarley's Bronx Pizzeria**.

Of course, many restaurants reduce staff during slow periods of the afternoon during the week, but Shnarley's carried it to the extreme. It was staffed with only a manager. He also was the waiter ... and the cook ... and probably washed the dishes after we left. But the food was very good. On the back of their menu was the "Legend of Shnarley's" which is reprinted here for your enjoyment.

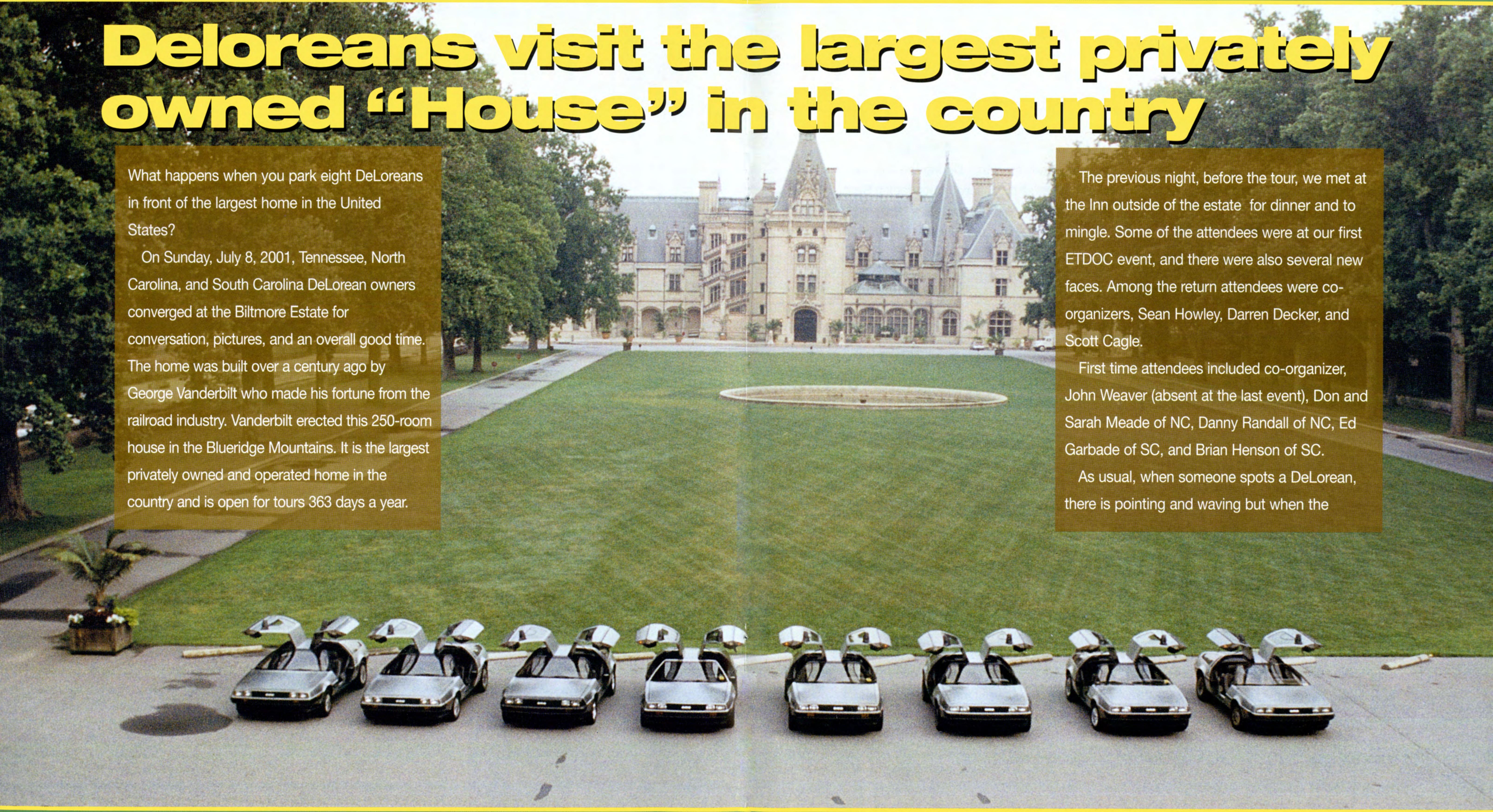
It all began with one of the most famous country western song writers ever to come out of the Bronx, Charles Narley, best known for his smash hit ***I Used to Kiss My Baby On the Lips But It's All Over Now***. After Charles made his fortune in music he devoted all of his energy to his three passions: Pizza, wine and collecting Ford Pintos. He would frequent pizza restaurants and wine shops all over New York City in a seemingly endless quest to find the one place where he could enjoy a great bottle of wine and a fantastic pizza.

Not having much success in finding the pizza of his dreams, he decided to create it himself and installed a pizza oven in his home where, like a man possessed, he began experimenting with recipes. Every time he discovered a new pizza he would run around his neighborhood handing out samples to everyone he met and ask their opinion. Charles had a habit of talking too fast and while introducing himself he would slur his name to the point that is sounded like "Charles Shnarley". Whether he was just excited, tipsy or, as some suspected - demented, no one really knew, but he soon became known throughout the Bronx as Shnarley.

Once Shnarley was satisfied that he had mastered the ultimate pizza he thought it time to open a restaurant. Unfortunately, he was on his way to the bank to arrange financing when disaster struck. Pulling out of a filling station in his favorite Ford Pinto station wagon he was rear ended by a produce truck. There was speculation that a bottle of Chateau Domnie he was transporting may have contributed to the devastation, but it was never proven. While it was not a good day for Shnarley, fortunately his hard work was not in vain since the recipes, along with the Pinto's gas cap, were blown far enough away from the intense heat to survive intact.

How Shnarley's recipes ended up on the west coast will likely remain a mystery forever, but who cares? What better place to enjoy what is now world famous Shnarley's pizza and a bottle of fine wine!

Deloreans visit the largest privately owned "House" in the country



What happens when you park eight DeLoreans in front of the largest home in the United States?

On Sunday, July 8, 2001, Tennessee, North Carolina, and South Carolina DeLorean owners converged at the Biltmore Estate for conversation, pictures, and an overall good time. The home was built over a century ago by George Vanderbilt who made his fortune from the railroad industry. Vanderbilt erected this 250-room house in the Blueridge Mountains. It is the largest privately owned and operated home in the country and is open for tours 363 days a year.

The previous night, before the tour, we met at the Inn outside of the estate for dinner and to mingle. Some of the attendees were at our first ETDOC event, and there were also several new faces. Among the return attendees were co-organizers, Sean Howley, Darren Decker, and Scott Cagle.

First time attendees included co-organizer, John Weaver (absent at the last event), Don and Sarah Meade of NC, Danny Randall of NC, Ed Garbade of SC, and Brian Henson of SC.

As usual, when someone spots a DeLorean, there is pointing and waving but when the

Story by Aaron Posey, Knoxville, TN and Aaron Crocco, Purchase, NY

Photos by John Weaver, Jr., Knoxville, TN numbers multiply, the stares and points change to pure curiosity. People were stopping to see what was going on and to ask questions. “Why were we there? Are these new cars?” The normal questions asked of any DeLorean owner.

We first entered the estate at 7:30 on Sunday morning. This was so we could get onto the grounds to take pictures without onlookers or other visitors. We had a representative from the estate take us in and help us place the cars strategically for the best possible angles. Fifteen people snapped shots for a once in a lifetime photo opportunity of their eight DeLoreans in front of the famed home.

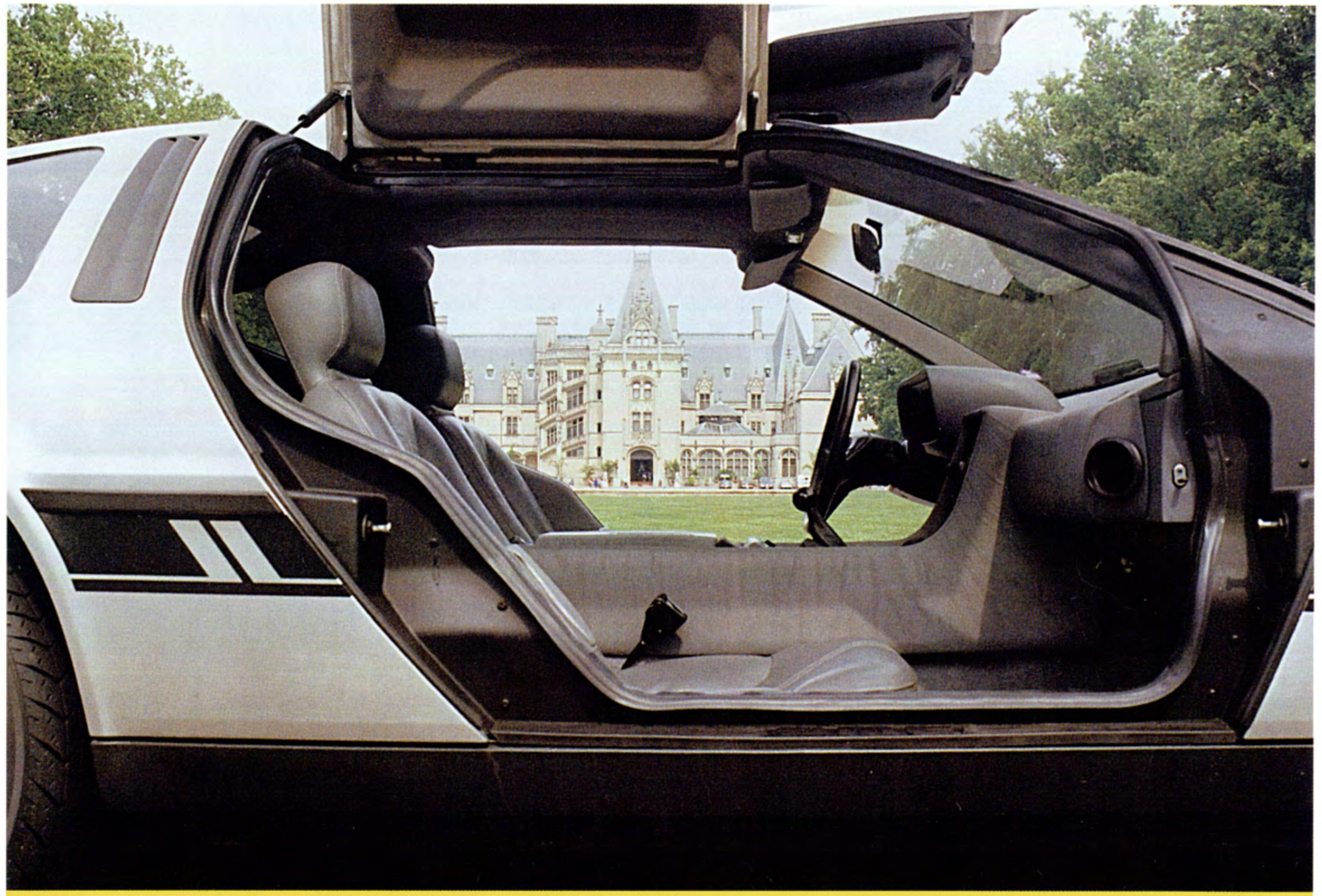
After picture taking, we left for breakfast. At 9:30 am, we proceeded back into the estate for the tour and to line the cars out front for all the visitors to get an added bonus with their visit that day. Many people stopped in awe to see our cars. They were sitting in them, asking questions such as, “Do these cars belong to the Vanderbilt Estate?” and so on. After showing our cars and finishing the tour, we left for The Bistro, the restaurant inside the huge estate. The 5-mile drive through the estate’s gardens was a very picturesque scene and drew even more attention from the people as they watched us drive with our doors open. After lunch, we left for our road tour outside of the Asheville, NC area.

Scott Cagle, who is from Asheville, led us to the Blueridge Parkway for a scenic and windy road trip. During the trip, we stopped at the following overlooks: Bent Creek Gap, Frying Pan Gorge, Bald Mountain Lookout, and the Graveyard Fields.

Frying Pan Gorge is named because during construction of the parkway tunnels, a worker left his frying pan next to a mixer, and it got stuck in the tunnel. You can actually see it. Bald mountain is so named because the large mountain’s northernmost face is completely treeless. The Graveyard Fields got their name because a massive dose of acid rain caused all of the trees to die off, creating the effect of a graveyard. They remained that way until a large fire destroyed them all.

At The Graveyard Fields, we hiked downhill a bit to the waterfalls and took some more pictures of the beautiful scenery. After that, we headed back north and enjoyed six miles of curvy roads. It was truly an amazing drive and to experience it in a DeLorean is second to none.

I am currently planning a holiday meet for November in Tennessee. Please stay tuned to the web site www.etdoc.com for more information.



Havoline 86
BOSCH

Entering the Prestigious

Greenwich Concours d'Elegance

Story and photos by David Teitlebaum,

Northern New Jersey

I have been to many car shows and concours including two DeLorean concours but nothing compares to a high-profile event like the Greenwich Concours d'Elegance.

This show is on the level of Pebble Beach or the Louis Vitton classic at Rockefeller Plaza in New York. In fact Greenwich has been called the "East Coast Pebble Beach". It is an honor just to be invited and to be among the fabulous cars, planes and boats — many of which are rarely on public display. There were also media from several magazines including Car Collector.

I spent the previous month meticulously cleaning the car in preparation for the big event. How was I to know that it would rain all day Saturday, the day before the concours?

Sunday started out grey and dismal but at least it wasn't raining. I talked my wife (and myself) into believing it would improve, so off we went. Of course, on the way, we drove in and out of drizzle but I kept hoping it would clear. We finally arrived and were warmly greeted for showing up in such questionable weather.

On entering the show field, we were asked to drive over sheets of plywood so we could stay out of the mud. A word of warning when driving on wet plywood over mud. Go EASY on the gas or you will shoot the plywood rearward!!

We were directed to a spot by a canal on the edge of the show grounds where we proceeded to clean the car and set up. By the time the show was opened to the public, we were ready except we couldn't do much for the mud on the tires.

The weather started to improve, so we walked around to see the show. This was difficult in some of the areas since everyone tried to stand or walk on the plywood to stay out of the mud.

One of the more unusual aspects of the show is that it includes boats and airplanes. For example, there was a bi-plane provided by the Rhinebeck Aerodrome. That is a very interesting place, because not only do they display WWI aircraft, they also fly them in an air show.

One of the more unusual cars on display was a custom built Rolls Royce. It is the only Rolls with tailfins. I got to get up close to a Lamborghini and saw the scissors doors. If you think the trunk (bonnet) is small on a DeLorean, you haven't seen what passes for a trunk on a Lamborghini!!

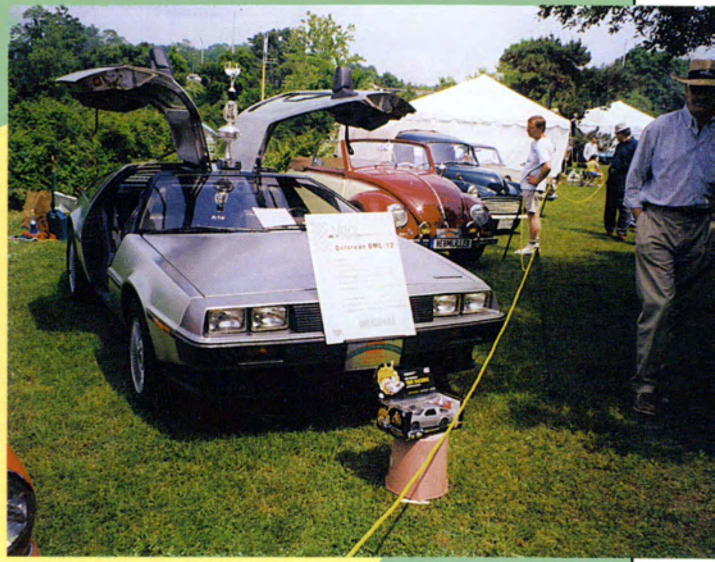
By then, I found out they also provided a complimentary breakfast so I enjoyed that with my wife, Susan. She wanted to stay with the car because she hates it when people just have to go and touch the car to see if it is really stainless. We always get a lot of positive compliments on the car but most of the "car experts" are misinformed about JZD and the specifics of DeLoreans. I am always amused by these comments especially if they don't realize they are talking to the owner of a DeLorean.

I noticed that many cars had "dots" placed on them but not our DeLorean. This indicated that the judges had passed by our car without judging it. So I found 2 judges and they spent about two minutes admiring the car and chatting with me.

Toward the late afternoon, the weather started to get threatening again, so they started giving out the awards early. We packed up the car and waited patiently for our trophy. My wife and I were very surprised to just get a "goody bag" of Armour-All cleaner and deodorizer. As it turned out, the DeLorean was ignored. A VW Bug next to us got more attention!! Apparently, the show is sponsored by major auto dealers, and most of the awards go to the marques of the sponsoring dealers. The only consolation was the prestige of even being invited.

Our DeLorean wasn't old enough to get the judge's or sponsors. Being an orphan marque has many drawbacks. Although I will participate in future car shows and local cruise nights, it will be a long time before I go to another event like this. The DeLorean is more appreciated by the public than many so called car show judges. This is one of the reasons the DeLorean is not more highly valued as a collector car. I still enjoy driving the car and sharing it with the public at shows.

I encourage all owners of DeLoreans to get their cars to shows because the general public will appreciate them and maybe if enough interest is generated, they will want one and eventually the car will get the attention and the value it deserves.



OUR CAR

Our car started life as 10757 with a December 1981 build date. I consider it to be a "late" '82 since it has a flat hood, flared exhaust tips, rear retractable antennae, and grey interior.

The original owner from the D.C. area bought the car from Charles Butts Oldsmobile in Dallas, Texas. After driving it home (it's longest trip) he enjoyed it and took it to local car shows. It even was entered in the Concours DeLorean in Williamsburg. Although it was clean and mileage was low (less than 3000), it didn't place.

My wife and I saw the car at a show in Richmond, Virginia in 1996. After looking for a DeLorean for about a year and seeing what some owners called "mint", we were very disappointed until we found 10757. Although the owner wasn't really interested in selling the car, my wife wouldn't take no for an answer.

Since acquiring the car and going over it THOROUGHLY, it has been to numerous car shows and cruise nights. Since it is a low mileage car (although not a trailer queen) it was trailered to Cincinnati 1998 where it won 1st place Concours and in 2000 Cleveland 2nd place Concours.

It was driven (my longest trip in it) to the Rhode Island Fall Tour last year. It still has it's original suspension and NCT tires. My only regret is that since Susan won't drive a 5-speed, 10757 is an automatic.

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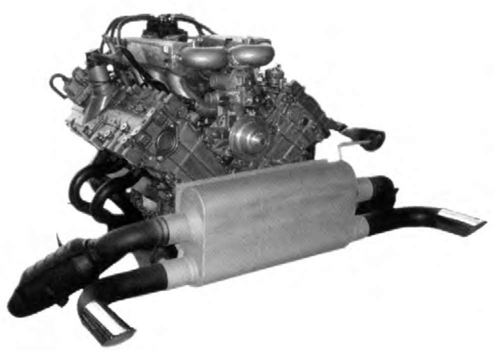

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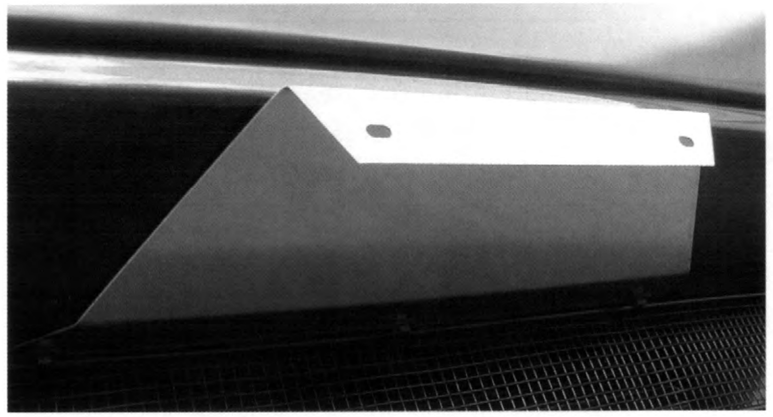
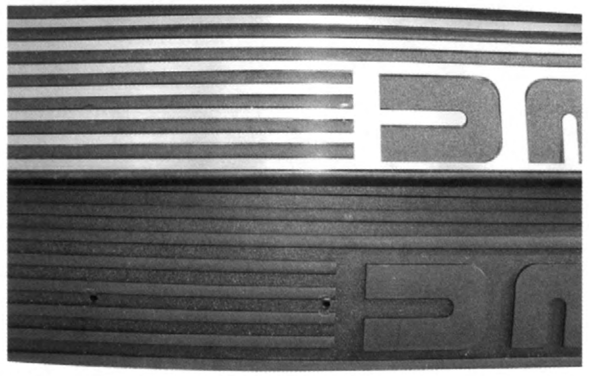
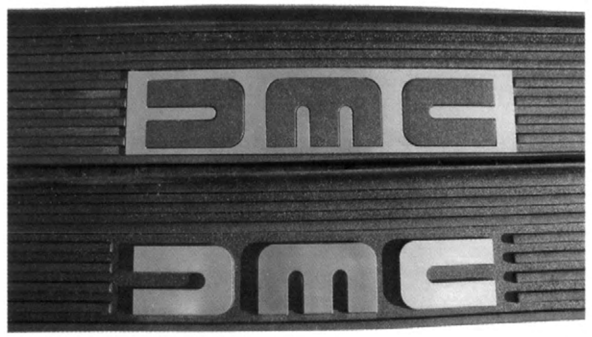
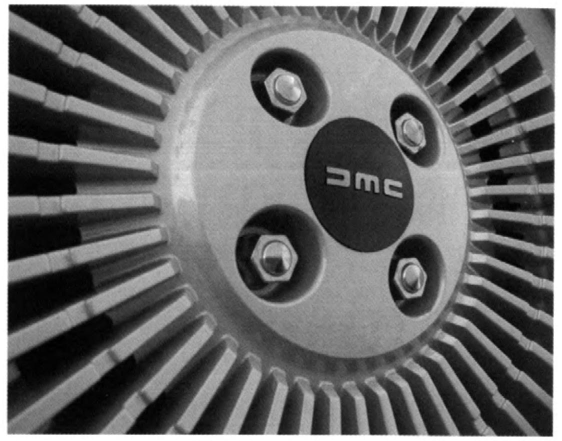

108025GS Stainless License bracket is grained to match DMC body. Black finish also available on request.

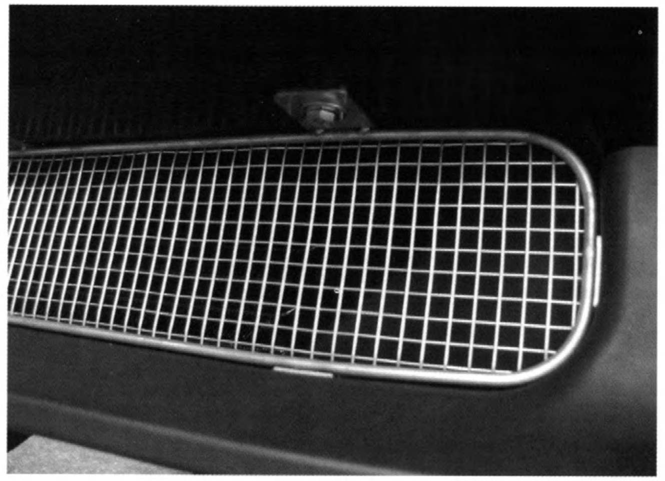

SSL4034 Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.

SSL6034 Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.


SSL3024 + SSL2024

SSL100698
The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don,t have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.


SSL1024 DMC Stainless Wheel Cap Logo Set The best twenty bucks you,ll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.


101628GS Stainless Radiator Air ScreenThe workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.

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GUIDE TO DeLOREAN DETAILING

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A FEW RECOMMENDED METAL POLISHES

- Luster Lace
- Luster Pad
- Eagle One Aluminum & Mag Polish
- Wenol Metal Polish
- P21S Multi-Surface Finish Restorer
- Never-Dull

PAINT EVALUATION

You can easily evaluate your car's paint every time you wash. To do so, wash and dry your car. With clean hands, run your finger tips across the paint surface. It should feel very smooth, like glass. If it doesn't, you're feeling contaminants and oxidation. This is your indication that it's time to clean the paint using a good pre-wax cleaner or clay.

To determine if your paint has enough wax protection, rub a clean, dry terry towel against the hood or trunk surfaces of your car after it has been washed and dried. If you hear squeaking, it's because the paint is dry and needs feeding and protection.

WHY WAX YOUR CAR?

It was European coach builders that first applied coatings of animal fats and wax to protect the custom paint on their horse drawn carriages. This tradition has endured over 100 years and is still the best way to protect the paint on modern-day coaches.

Today, the multi-layered finish on your car, from the primer through the top (clear) coat is only .006 to .008 of an inch thick. Regardless of how fine the finish is now, it will deteriorate and dull. Radiant and ultraviolet energy, acid rain, salt, atmospheric pollution, insect fluids, and bird droppings wage a constant war on your car's finish and a hostile environment.

Waxing also makes your car, new or old, look better. Quality waxes now combine enriching oils that "wet" the surface with protective formulas of Brazilian Carnauba or modern polymers for a high gloss shine. This brings us to the subject of selecting a wax. Waxes can be made from a natural wax, usually Brazilian Carnauba, or synthetically made of polymers and acrylic resins. In choosing a wax, here are some things to consider.

CARNAUBA WAXES

Carnauba comes from the fronds of the 'Tree of life" (Copernica Cerifera) native to Brazil. It is nature's hardest, purest, and most transparent wax. Carnauba car waxes tend to produce a deeper, darker, richer shine that often is described as "three-dimensional". Many enthusiasts and show-car owners prefer the shine of Carnauba waxes, especially on black and red and other dark colors. Carnauba waxes bead water nicely, absorb the acid content in rain and hide minor swirls in the paint. Meguiar's No. 26 Pure Wax, Mothers California Gold, Eagle One Pure Carnauba Paste Wax, and Pinnacle Paste Glaz are just a few of the many Carnauba waxes available.

On the minus side, Carnauba waxes are not as durable as synthetic waxes. Depending on your climate, they typically last up to 90 days. Paste Carnauba waxes will outlast liquid Carnauba waxes due to their high wax content). Some Carnauba waxes can be more difficult to apply and remove. Additionally, Carnauba waxes can be temperamental, occasionally streaking under certain conditions.

SYNTHETIC WAXES

Made from modern polymers and acrylic resins, synthetic waxes offer excellent durability and ease of application. Synthetic waxes can last six, nine months or longer and typically wipe on and off easily. These waxes create a very bright shine and are resistant to clouding and streaking.

On the down side, many enthusiasts feel synthetic waxes lack depth and richness. Black cars can look a little sterile or silvery white in the direct sunlight. And, the mirror-like polymers can collect minor swirls and actually highlight flaws.

SHOW-CAR TRICKS

Detailers that prepare show cars will often layer a Carnauba wax on top of a synthetic wax. The synthetic wax acts as a gloss layer while the Carnauba wax adds depth and liquidity. One combination that works well is an initial coating of Klasse All-In-One followed by one or more coats of Pinnacle Paste Glaz or Souveran wax. The latter two waxes are super-pure Carnauba waxes that can be layered without any yellowing effect

OIL MAINTENANCE

Most automotive service professionals would agree that changing your oil is the best preventative maintenance you can perform on your car. But I'm here to tell you that just simply knowing you should change your oil may not be enough. I intellectually know I should change my oil every 3,000 miles, but it wasn't until the day my dad lifted the hood of my car and yelled at me because he could barely see any oil on my dipstick that I started to realize just how important changing my oil is to the life of my car! I didn't understand that without oil, my engine's a goner! By neglecting this simple maintenance you may encounter costly repair bills that could have been prevented. This following information was written to cover the most important maintenance job for your car.

Why is oil so important? Just as your body needs blood to deliver oxygen to all of your essential organs, your car needs oil to properly maintain all of the moving parts in the engine. Oil serves a few different purposes. Oil lubricates cleans and cools your engine. The moving parts of your car have to fit tightly together in order to properly function. Without lubrication, these tightly fit pieces would quickly wear and bond together (seize) because metal against metal causes friction, which causes heat, which in turn causes wear. By performing it's job as a lubricant, oil is serving another purpose at the very same time. It's separating the parts of your engine; therefore it's keeping your engine cool.

Because oil is a relatively good conductor of heat, it attracts some of the excess heat as it flows around the hot combustion chambers and carries that heat to your oil pan below. This special design functions like clockwork if the following things are in check:

1. Your oil is at the proper level
2. Your oil is clean and of the proper weight (viscosity)
3. Your filter and pump are functioning properly
4. Your oil passageways are not restricted in any way

SO, HOW DOES OIL WORK?

Your engine has an oil pump that pushes dirty oil through an oil filter. The oil filter collects small particles of dirt and contaminants, and stores them until you change your filter. The oil is pushed through tiny passageways that are cut into the engine block. From there, the oil moves to the bearings, connecting rods, and inside your cylinder walls, pistons, and valves, where it then acts as a lubricant. The oil coats the metal parts with a thin film of lubrication that acts as a slippery cushion

CHOOSING THE RIGHT OIL

Various types of oil are on the market, each created for a particular purpose. To choose the oil that you need, it's essential to understand the importance of oil additives, viscosity ratings, and codes that you will come across when buying oil. Additives help in the following ways:

- To pour better in cold weather
- To prevent corrosion of the metal parts in your engine
- To reduce friction between the moving parts
- To prevent foaming at high temps

Oil viscosity (ability to flow) is one of the most important ratings to understand. In order to properly lubricate the internal parts of your engine correctly, oil should flow like regular cooking oil. In order to be sure that your oil is flowing correctly, you must know that the consistency of oil changes as the outside temperature changes. This means that in very cold climates, oil becomes very thick, almost like honey. If the oil is too thick the oil may not reach the moving internal parts in time to separate them and protect them. In very warm temperatures, oil becomes thin, like vinegar. When the oil is too thin, it does not coat; thereby not separating the parts because it doesn't stay on them long enough

In order to solve this viscosity problem, multi-grade oils were created. Special additives allow the oil to broaden its working capacity. For instance, these special additives give oil with a weight of 10W-30 the ability to flow freely at more than one temperature. The 10W means that the oil is suitable for winter (that's what the 'W" stands for) and the 30 means that it would flow well in the summer. The range of numbers refer to the oil's ability to flow at different temperatures. A range indicates this ability, 5 through 50. The smaller the number, the thinner the oil. No matter what, it's always best to check the owner's manual for your car to see what type of oil is recommended.

HOW TO CHECK YOUR OIL

Most cars consume (burn) a small amount of oil during normal operation. As a car ages (in miles, not years), oil consumption increases. New cars may also burn more oil than normal until all of the moving parts settle in. Because your car consumes oil, it is very important to check the oil level on a regular basis. Some experts recommend checking your car's oil level each time you fill your tank with gas. This may be excessive. At a minimum, you should check the oil level in your car every 1,000 miles. Here's how:

1. Park on level ground and wait about 5 minutes after turning your engine off.
2. Pull out your oil dipstick.
3. Wipe it down with a clean cloth.
4. Put your dipstick all the way at the same angle in which you pulled out.
5. Pull it out again and look to see where the level of oil is.
6. If the level of oil is below the add line, add a quart of the oil that is recommended for your car.
7. If the level of oil is between the add and full lines, be sure to check it regularly and add more oil when needed.

OIL TIPS

- Be sure that your oil level is always high enough – but not too high. If you have too much oil, your engine seals and there is no escape through the joints and they may burst.
- In order to get the maximum mileage out of your car, you should have your oil changed

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GUIDE TO DELOREAN DETAILING

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as recommended by the manufacturer. On pre-1990 cars, every 3,500 miles is about right. Cars built after 1990 may go as long as 7,500 miles without needing an oil change.

- If you drive a turbocharged or supercharged car, use only turbo-rated oil. This oil is specially designed to handle the extreme heat of a turbocharger.

SO, HOW DO CHANGE YOUR OIL?

Changing your oil is fairly easy unless your oil filter is impossible to reach. First you'll need to make sure that you have all the supplies that you need. If you have everything you need, you should be able to change your oil in about an hour.

SUPPLIES

1. Oil. Make sure to get the right amount. Most cars take about 5 quarts. Get one extra so you have enough to top-up between oil changes. Check your owner's manual for the correct amount and viscosity.
2. Oil filter. Make sure you have the right filter for your make and model or car. Under your hood, sticking out of the engine is what looks like a can screwed into your engine. This is your oil filter.
3. Box wrench or Allen wrench. This tool helps you loosen and tighten the oil drain plug.
4. Oil drain plug gasket – some cars do not have a drain plug gasket instead they rely on a tapered metal-to-metal contact to prevent oil leakage.
5. A large pan to catch the oil (drain pan). Something low enough to put under your car and large enough to hold the oil.
6. A funnel. Just to help prevent messy spills!
7. Rags. This is for wiping your oil dipstick.
8. A work light. A well lit area helps you see better under your car.

THE PROCESS

1. Warm up your engine for a couple minutes so that the oil gets churned up and flows freely out of your engine (the engine should be slightly warm, not hot).
2. Place drain pan underneath the oil drain plug so that it will catch all of the oil.
3. Use your box or Allen wrench to unscrew the oil drain plug until it's almost ready to come out. Grab one of your rags and place it over the plug, give it that last turn by hand and release it. Pull your hand away quickly so that you don't get warm oil all over you.
4. Next, remove the cap from your oil filler hole at the top of your engine.
5. Unscrew the oil filter by using an oil filter wrench if you are unable to do this by hand. Like most things, the oil filter unscrews if you twist counterclockwise. Your old oil filter will still have oil in it, be careful not to dump it on anything when you remove it.
6. Empty the oil from the filter into the drain pan. Once the filter is drained, wrap it in something like newspaper or special containers to transport it to a recycling facility.
7. While the oil drains out of your engine, get your new bottles of oil ready.
8. Prep your new oil filter by wiping a dab of fresh oil on the rubber seal. This helps the filter seat against the engine without binding. Screw your new filter into the engine where the old one was. Turn it gently until it seats. Then turn it another three-quarter turn.
9. Replace the oil drain plug and use your wrench to tighten until it's good and sung. Do not over-tighten.
10. After you install the oil filter and replace your drain plug, using your funnel, pour all but 1 quart of the fresh oil into the filler hole.
11. Replace the oil filler cap and run your engine for about a minute while you check for leaks under the car. Be sure not to rev up your engine at this time. Your oil pressure is low while the filter and oil passages are filling with fresh oil. Running your engine circulates oil into the new filter.
12. Now, shut off your engine and wait about 10 minutes for the oil to settle back into the pan. Remove the dipstick; wipe it clean with your rag and shove it back in. Pull it out again to check the level. The oil level is low, add one-half quart and check again.
13. Remove your drain pan from under your car and take a short drive. Let the oil settle down again and check your oil one more time … for good measure!

Although this job has many steps it really shouldn't take you more than an hour to complete … maybe a little longer if it's your first time.

After you've changed your oil, RECYCLE! Never throw away your oil in the garbage or flush it down a drain. It is a toxic pollutant that needs to be treated accordingly. Use your funnel to put the old oil in plastic disposable containers with tight-fitting caps. Many auto part stores and even some service stations accept old oil for recycling. If you're not sure where you can dispose of your old oil, look in your phone book for the nearest oil recycling facility.

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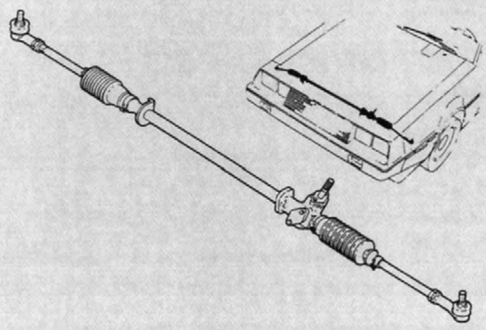

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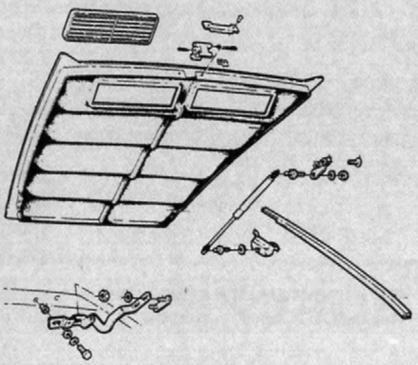

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MY EUROFEST

...continued from page 9

just spent a fabulous weekend together and hoping we would meet again. However, just as we were heading back to our cars, it started to rain cats and dogs! Few people like the rain but I do; well only when it involves Deloreans. Mervyn's car was looking absolutely gorgeous. I don't know what it is, but the rain just makes any Delorean shine majestically.

We took our time heading back home deciding to take in the wondrous beauty of Northern Ireland. As I sat in the Delorean, it occurred to me how wonderful it had been to discover, first hand, what it was like to drive and own a Delorean. It's just simply great and any person who owns one is very lucky indeed!

The car just cruised through the miles without hesitation. I came back very impressed with it. Its hard to believe its 20 years old.... LONG LIVE THE DELOREAN!!

A huge thanks must go out to Robert Lamrock and everyone involved for organising such a great event. Also my sincerest thanks to Mervyn and his wife Gladice for the great generosity and kindness they showed my mother, father and myself while we visited.

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES
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Volume 19, No. 2 .... April 1, 2002

MISSION STATEMENT FOR THE DELOREAN OWNERS ASSOCIATION

The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:

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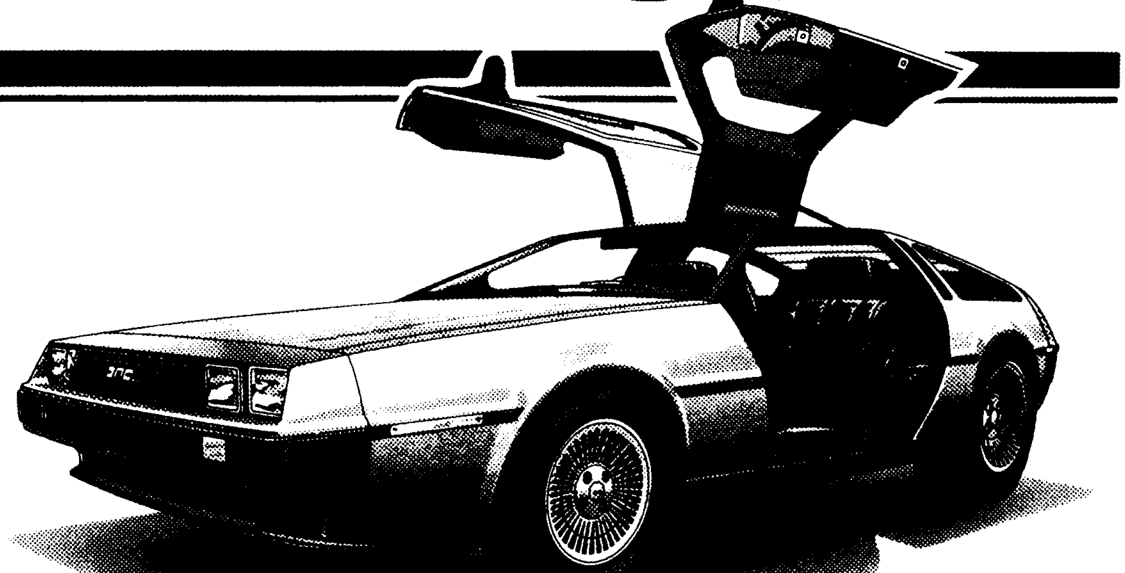

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